

**FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE**



Statewide Airfield Pavement Management Program

DISTRICT

NOVEMBER 2019

1



Florida Department of Transportation

Statewide Airfield Pavement Management Program

Prepared by:

*FDOT Aviation and Spaceports Office
605 Suwannee Street
Tallahassee, Florida 32399-0450*



OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Table of Contents

Executive Summary	9
Program Background	9
Summary of Results.....	10
Pavement Condition Index (Latest Inspection)	10
Runway Pavement Condition Index	11
Major Rehabilitation Planning	16
Summary of District 1	19
Chapter 1 – Introduction	21
1.1 Background	21
1.2 Statewide Airfield Pavement Management Program (SAPMP) Update	21
1.3 Organization	22
1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager	22
1.3.2 Participating Florida Public-Use and Publicly Owned Airports	23
1.3.3 Florida Department of Transportation District Offices.....	23
1.3.4 Consultant.....	23
1.4 Purpose of District Pavement Evaluation Report	25
1.5 History of the Program.....	25
1.6 Federal Aviation Administration (FAA)	27
1.7 FDOT SAPMP Objectives and Components	27
1.7.1 Program Objectives	27
1.7.2 Program Components.....	27
1.8 References.....	31
Chapter 2 – Methodology	33
2.1 Airfield Pavement Database.....	33
2.2 Airfield Pavement System Inventory	33
2.2.1 Pavement Management Program Network Definition Terminology.....	34
2.3 Airfield Pavement Structure.....	36
2.3.1 Pavement Structure Types.....	36
2.4 Airfield Pavement Work History	38
2.4.1 Airfield Pavement Record Keeping	38
2.5 Airfield Pavement Traffic	38
2.6 Airfield Pavement Condition Index (PCI) Survey	38
2.6.1 PCI Survey Methodology	38
2.6.2 Pavement Distress Types	40
2.6.3 PCI Survey Inspection Procedures.....	44
2.6.4 Updates to the ASTM D5340-12	45
Chapter 3 – Airfield Pavement System Inventory	48

3.1 Airfield Pavement Network Information	48
3.1.1 Previous and/or Anticipated Airfield Pavement Construction	48
3.1.2 Estimated Pavement Age.....	49
3.1.3 Functional Use Classification	50
Chapter 4 – Airfield Pavement Condition	54
4.1 Airfield Pavement Condition Index (Latest Inspection)	54
4.1.1 District-Level Analysis	54
4.1.2 PCI by Functional Use	55
4.1.3 PCI by Surface Type	57
4.2 Forecasted Pavement Conditions.....	58
4.2.1 Performance Models and Prediction Curves	58
4.2.2 Network-Level Pavement Condition Forecast	59
4.2.3 Runway-Level Pavement Condition Forecast.....	60
4.2.4 Taxiway-Level Pavement Condition Forecast	61
4.2.5 Apron-Level Pavement Condition Forecast.....	62
4.2.6 Forecasted PCI Considerations	62
Chapter 5 – Localized Maintenance and Repair Planning	64
5.1 Localized Maintenance and Repair	64
5.2 Localized Maintenance and Repair Policy.....	65
5.3 Localized Maintenance and Repair Analysis and Recommendations	68
Chapter 6 – Major Rehabilitation Planning.....	71
6.1 Major Rehabilitation	71
6.1.1 Critical PCI.....	73
6.1.2 FDOT Recommended Minimum Service-Level PCI	73
6.2 Major Rehabilitation Policy	74
6.2.1 Major Rehabilitation Pavement Section Development	74
6.2.2 Major Rehabilitation Planning-Level Unit Costs	76
6.3 Major Rehabilitation Needs.....	77
6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs	78
Chapter 7 – Conclusion.....	81
7.1 Recommendations	81
7.1.1 Continued PCI Survey Inspections	81
7.1.2 Localized Maintenance and Repair	81
7.1.3 Major Rehabilitation.....	81
7.1.4 Pavement Management System.....	81
7.2 Supporting Documents	82
Airfield Pavement Condition Index Exhibits	82
Airfield Pavement Major Rehabilitation Exhibits	82
7.3 Conclusion	82

Appendix A	District Section Condition Report
Appendix B	Pavement Condition Index Exhibits
Appendix C	Airfield Pavement Major Rehabilitation Tables
Appendix D	Major Rehabilitation Exhibits



List of Figures

<i>Figure E-3 Runway Condition</i>	<i>12</i>
<i>Figure E-4 Runway Pavement Condition Index Comparison to FDOT Minimum PCI. 13</i>	
<i>Figure E-6 PCI by Pavement Functional Use by Airport</i>	<i>15</i>
<i>Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts ..</i>	<i>22</i>
<i>Figure 1.7.2 (a) Typical Pavement Condition Life Cycle</i>	<i>28</i>
<i>Figure 1.7.2 (b) General Pavement Treatments by Condition Range</i>	<i>29</i>
<i>Figure 1.7.2 (c) Flexible Asphalt Concrete</i>	<i>30</i>
<i>Figure 1.7.2 (d) Rigid Portland Cement Concrete</i>	<i>30</i>
<i>Figure 3.1.2 Average Age of Pavements at Inspection</i>	<i>49</i>
<i>Figure 3.1.3 (a) District Pavement Area by Functional Classification Use</i>	<i>51</i>
<i>Figure 3.1.3 (b) Functional Classification Use by Area by Airport</i>	<i>52</i>
<i>Figure 4.1.2 (a) PCI by Pavement Functional Use by Airport</i>	<i>56</i>
<i>Figure 4.1.2 (b) PCI by Pavement Functional Use</i>	<i>57</i>
<i>Figure 4.1.3 PCI by Pavement Surface Type</i>	<i>58</i>
<i>Figure 6.1 (a) Major Rehabilitation Planning Decision Diagram, $PCI \leq$ Critical PCI...</i>	<i>71</i>
<i>Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, $PCI >$ Critical PCI ..</i>	<i>72</i>

List of Tables

Table E-1 Pavement Condition Index Summary (Last Inspection) –by Airport.....	10
Table E-2 Runway Pavement Condition Index by Airport	11
Table E-5 District Summary of Area by Use by Airport.....	14
Table E-7 Major Rehabilitation Planning Year 1.....	16
Table E-8 Major Rehabilitation Planning 10-Year (2018-2029).....	16
Table E-9 Major Rehabilitation Needs by Airport (2018-2029).....	17
Table E-10 Year 1 Runway Major Rehabilitation Needs	18
Table 2.2.1 Airfield Pavement Database Network Definition Terminology	35
Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields	40
Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete- Surfaced Airfields	41
Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete- Surfaced Airfields	41
Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields	42
Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields	43
Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields	43
Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete	44
Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete	44
Table 2.6.4 Summary of Updates to ASTM D5340-12	46
Table 3.1.3 Functional Classification Use by Area by Airport	50
Table 4.1.1 Latest Condition – Summary by Airport	54
Table 4.2.2 Forecasted Network Pavement Performance	59

Table 4.2.3 Forecasted Runway Pavement Performance	60
Table 4.2.4 Forecasted Taxiway Pavement Performance.....	61
Table 4.2.5 Forecasted Apron Pavement Performance	62
Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete	65
Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete	66
Table 5.2 (c) Localized M&R Planning-Level Unit Costs – Flexible Asphalt Concrete	68
Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete	68
Table 5.3 Summary of Localized M&R Planning Needs by Airport.....	69
Table 6.1.2 FDOT Recommended Minimum Service-Level PCI.....	73
Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete.....	74
Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete.....	75
Table 6.2.2 Major Rehabilitation Planning-Level Unit Cost by Pavement Type	76
Table 6.3 Summary of District Year 1 Major Rehabilitation Needs	77
Table 6.3.1(a) Summary of 10-Year Major Rehabilitation Needs by Airport	78
Table 6.3.1. (b) 10-Year Major Rehabilitation Needs by Airport.....	79



Executive Summary

Executive Summary

Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP)”** using the documented procedures set forth by ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.

Summary of Results

PAVEMENT CONDITION INDEX (LATEST INSPECTION)

Table E-1 Pavement Condition Index Summary (Last Inspection) –by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall Airfield PCI
2IS	GA	91	59	-	37	64
APF	PR	82	86	100	65	75
AVO	GA	72	62	64	52	66
BOW	GA	57	73	52	49	59
CHN	GA	61	58	80	77	65
FMY	RL	100	86	-	72	84
GIF	GA	76	58	-	53	63
IMM	GA	54	61	-	83	60
LAL	RL	73	81	-	77	78
MKY	GA	94	92	-	92	93
OBE	GA	70	73	65	75	71
PGD	PR	62	60	81	72	64
RSW	PR	71	67	-	65	67
SEF	GA	85	83	49	35	62
SRQ	PR	86	73	88	96	82
VNC	RL	84	84	-	84	84
X01	GA	41	73	-	77	57
X06	GA	64	55	-	60	60
X07	GA	82	62	-	55	73
X14	GA	88	80	66	57	75
OVERALL DISTRICT		76	73	74	68	72

PCI Rating Scale	Good	Satisfactory	Fair	Poor	Very Poor	Serious	Failed
PCI Values	100-86	85-71	70-56	55-41	40-26	25-11	10-0

District Airfield Pavement Evaluation Report

RUNWAY PAVEMENT CONDITION INDEX

Table E-2 Runway Pavement Condition Index by Airport

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
2IS	GA	RW 13-31	RUNWAY 13-31	5,901	75	91	GOOD	
APF	PR	RW 14-32	RUNWAY 14-32	5,000	100	91	GOOD	
APF	PR	RW 5-23	RUNWAY 5-23	6,600	150	78	SATISFACTORY	
AVO	GA	RW 10-28	RUNWAY 10-28	3,844	75	74	SATISFACTORY	X
AVO	GA	RW 5-23	RUNWAY 5-23	5,374	100	71	SATISFACTORY	X
BOW	GA	RW 5-23	RUNWAY 5-23	5,000	100	54	POOR	X
BOW	GA	RW 9L-27R	RUNWAY 9L-27R	5,000	150	82	SATISFACTORY	
BOW	GA	RW 9R-27L	RUNWAY 9R-27L	4,400	150	31	VERY POOR	X
CHN	GA	RW 18-36	RUNWAY 18-36	4,005	75	61	FAIR	X
FMY	RL	RW 13-31	RUNWAY 13-31	4,912	150	100	GOOD	
FMY	RL	RW 5-23	RUNWAY 5-23	6,406	150	100	GOOD	
GIF	GA	RW 11-29	RUNWAY 11-29	4,001	100	66	FAIR	X
GIF	GA	RW 5-23	RUNWAY 5-23	5,006	100	85	SATISFACTORY	
IMM	GA	RW 18-36	RUNWAY 18-36	5,000	150	25	SERIOUS	X
IMM	GA	RW 4-22	RUNWAY 4-22	-	-	33	VERY POOR	X
IMM	GA	RW 9-27	RUNWAY 9-27	5,000	100	94	GOOD	
LAL	RL	RW 5-23	RUNWAY 5-23	5,005	150	67	FAIR	X
LAL	RL	RW 9-27	RUNWAY 9-27	8,499	150	76	SATISFACTORY	
MKY	GA	RW 17-35	RUNWAY 17-35	5,000	100	94	GOOD	
OBE	GA	RW 14-32	RUNWAY 14-32	4,001	75	57	FAIR	X
OBE	GA	RW 5-23	RUNWAY 5-23	5,000	100	78	SATISFACTORY	
PGD	PR	RW 15-33	RUNWAY 15-33	5,688	150	63	FAIR	X
PGD	PR	RW 4-22	RUNWAY 4-22	7,193	150	61	FAIR	X
PGD	PR	RW 9-27	RUNWAY 9-27	2,636	60	64	FAIR	X
RSW	PR	RW 6-24	RUNWAY 6-24	12,000	150	71	SATISFACTORY	X
SEF	GA	RW 01-19	RUNWAY 01-19	5,234	100	93	GOOD	
SEF	GA	RW 14-32	RUNWAY 14-32	4,990	100	78	SATISFACTORY	
SRQ	PR	RW 14-32	RUNWAY 14-32	9,500	150	85	SATISFACTORY	
SRQ	PR	RW 4-22	RUNWAY 4-22	5,006	150	88	GOOD	
VNC	RL	RW 13-31	RUNWAY 13-31	4,999	150	77	SATISFACTORY	
VNC	RL	RW 5-23	RUNWAY 5-23	5,000	150	92	GOOD	
X01	GA	RW 15-33	RUNWAY 15-33	2,400	60	41	POOR	X
X06	GA	RW 6-24	RUNWAY 6-24	3,700	75	64	FAIR	X
X07	GA	RW 17-35	RUNWAY 17-35	3,860	75	58	FAIR	X
X07	GA	RW 6-24	RUNWAY 6-24	3,999	100	100	GOOD	
X14	GA	RW 14-32	RUNWAY 14-32	5,254	75	88	GOOD	

Figure E-3 Runway Condition

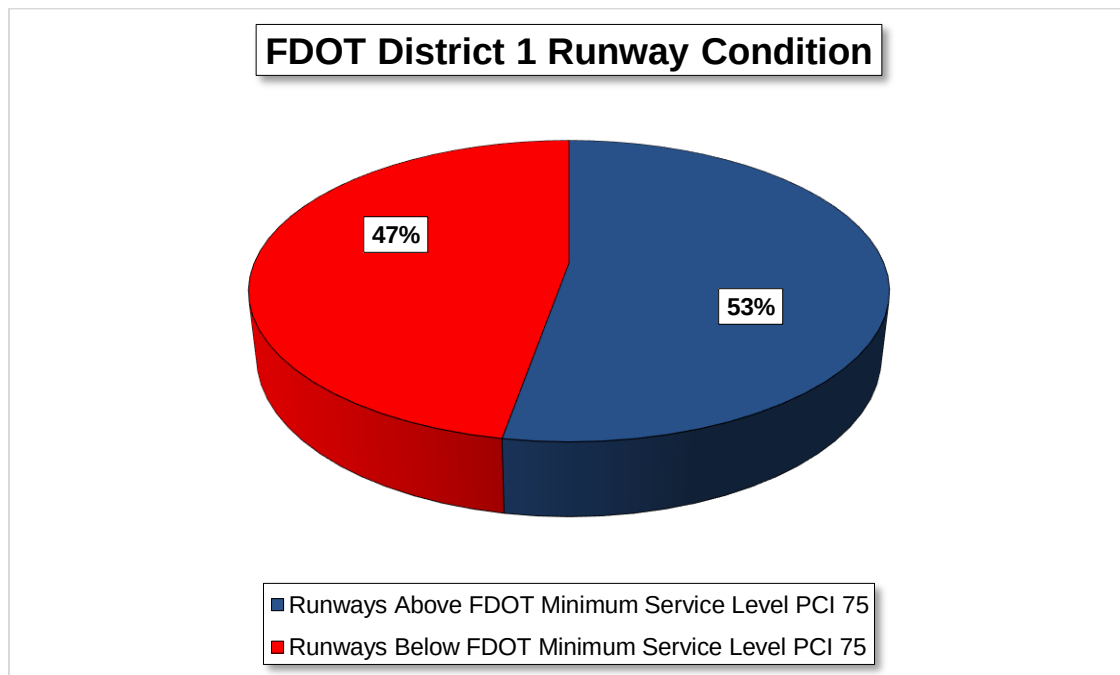
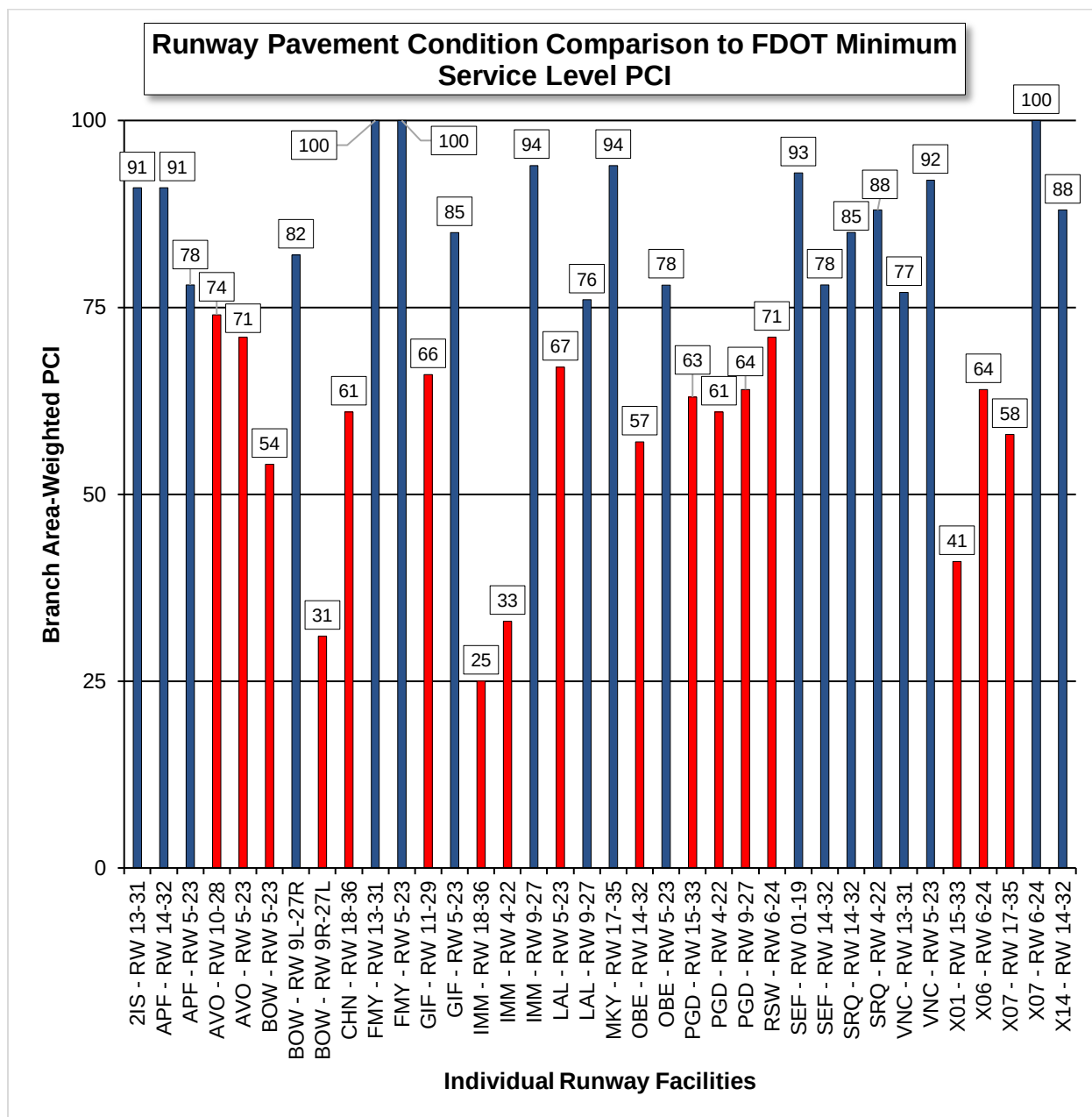


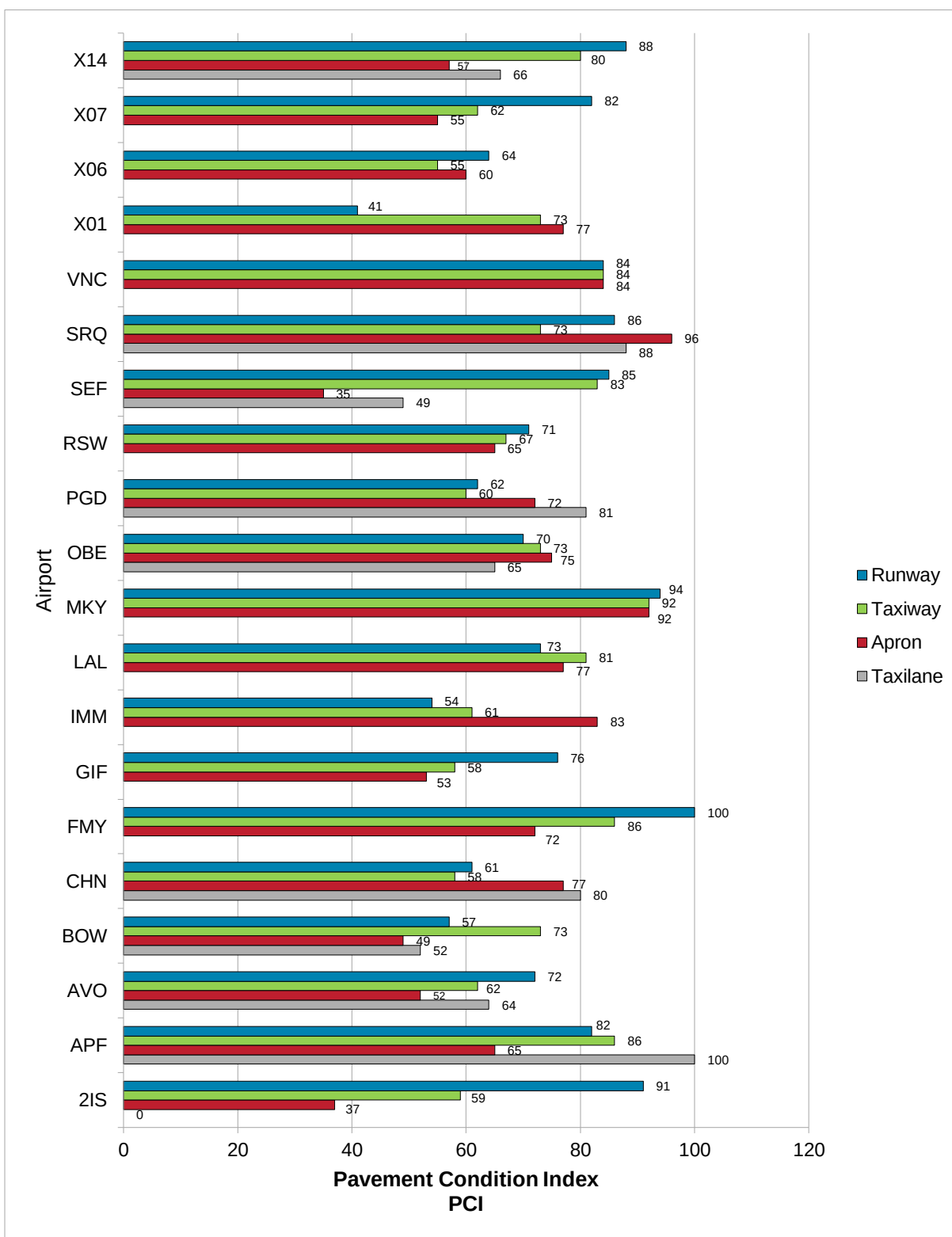
Figure E-4 Runway Pavement Condition Index Comparison to FDOT Minimum PCI



District Airfield Pavement Evaluation Report*Table E-5 District Summary of Area by Use by Airport*

Network ID	Airport Type	Pavement Area (Square Feet)				
		Runway	Taxiway	Taxilane	Apron	Overall
2IS	GA	445,550	489,591	-	369,593	1,304,734
APF	PR	1,478,621	1,623,800	17,430	2,573,773	5,693,624
AVO	GA	816,301	386,928	33,849	251,961	1,489,039
BOW	GA	1,866,522	870,690	160,418	723,614	3,621,244
CHN	GA	300,300	187,408	105,193	97,933	690,834
FMY	RL	1,675,733	1,889,281	-	2,601,351	6,166,365
GIF	GA	890,501	600,873	-	954,802	2,446,176
IMM	GA	1,208,912	830,621	-	309,693	2,349,226
LAL	RL	1,993,931	3,126,086	-	2,362,064	7,482,081
MKY	GA	500,000	174,010	-	458,887	1,132,897
OBE	GA	792,650	431,999	17,395	193,134	1,435,178
PGD	PR	2,097,871	1,393,722	79,013	1,206,631	4,777,237
RSW	PR	1,800,000	5,138,387	-	5,640,525	12,578,912
SEF	GA	1,007,671	480,589	34,611	1,190,418	2,713,289
SRQ	PR	2,153,746	3,696,002	257,970	1,637,783	7,745,501
VNC	RL	1,574,250	922,709	-	872,023	3,368,982
X01	GA	120,300	70,944	-	46,330	237,574
X06	GA	277,500	208,884	-	86,203	572,587
X07	GA	693,300	249,688	-	192,549	1,135,537
X14	GA	394,125	296,925	34,980	333,989	1,060,019
OVERALL DISTRICT		22,087,784	23,069,137	740,859	22,103,256	68,001,036

Figure E-6 PCI by Pavement Functional Use by Airport



MAJOR REHABILITATION PLANNING

Table E-7 Major Rehabilitation Planning Year 1

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation
2IS	GA	64	FAIR	\$ 5,862,000
APF	PR	75	SATISFACTORY	\$ 17,783,000
AVO	GA	66	FAIR	\$ 3,905,000
BOW	GA	59	FAIR	\$ 18,338,000
CHN	GA	65	FAIR	\$ 4,109,000
FMY	RL	84	SATISFACTORY	\$ 11,436,000
GIF	GA	63	FAIR	\$ 11,702,000
IMM	GA	60	FAIR	\$ 10,406,000
LAL	RL	78	SATISFACTORY	\$ 14,079,000
MKY	GA	93	GOOD	\$ -
OBE	GA	71	SATISFACTORY	\$ 3,644,000
PGD	PR	64	FAIR	\$ 36,289,000
RSW	PR	67	FAIR	\$ 66,540,000
SEF	GA	62	FAIR	\$ 14,635,000
SRQ	PR	82	SATISFACTORY	\$ 11,550,000
VNC	RL	84	SATISFACTORY	\$ 5,399,000
X01	GA	57	FAIR	\$ 1,017,000
X06	GA	60	FAIR	\$ 4,091,000
X07	GA	73	SATISFACTORY	\$ 4,676,000
X14	GA	75	SATISFACTORY	\$ 2,053,000
OVERALL DISTRICT		72	SATISFACTORY	\$ 247,514,000

**All planning cost values have been rounded to the nearest thousand-dollar.*

Table E-8 Major Rehabilitation Planning 10-Year (2018-2029)

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
2IS	GA	64	FAIR	\$ 6,318,000
APF	PR	75	SATISFACTORY	\$ 40,659,000
AVO	GA	66	FAIR	\$ 10,160,000
BOW	GA	59	FAIR	\$ 23,968,000
CHN	GA	65	FAIR	\$ 4,109,000
FMY	RL	84	SATISFACTORY	\$ 21,056,000
GIF	GA	63	FAIR	\$ 13,835,000
IMM	GA	60	FAIR	\$ 11,107,000
LAL	RL	78	SATISFACTORY	\$ 38,181,000
MKY	GA	93	GOOD	\$ 86,000
OBE	GA	71	SATISFACTORY	\$ 8,139,000
PGD	PR	64	FAIR	\$ 44,282,000
RSW	PR	67	FAIR	\$ 125,681,000
SEF	GA	62	FAIR	\$ 19,659,000
SRQ	PR	82	SATISFACTORY	\$ 32,487,000
VNC	RL	84	SATISFACTORY	\$ 8,122,000
X01	GA	57	FAIR	\$ 1,634,000

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM
District Airfield Pavement Evaluation Report

DISTRICT

1

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
X06	GA	60	FAIR	\$ 4,091,000
X07	GA	73	SATISFACTORY	\$ 4,676,000
X14	GA	75	SATISFACTORY	\$ 2,698,000
OVERALL DISTRICT		72	SATISFACTORY	\$ 420,948,000

**All planning cost values have been rounded to the nearest thousand-dollar.*

Table E-9 Major Rehabilitation Needs by Airport (2018-2029)

Network ID	Major Rehabilitation (\$ in Millions)											
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	5.86M	0.24M	0M	0M	0M	0M	0M	0M	0.03M	0.19M	-	-
APF	-	-	17.78M	1.89M	0M	6.57M	0M	1.06M	1.15M	6.93M	0.56M	4.71M
AVO	3.91M	0M	0.84M	0.82M	0M	1.54M	1.51M	1.49M	0M	0.05M	-	-
BOW	18.34M	0M	0.89M	0M	0.6M	0M	0.5M	3.08M	0.42M	0.14M	-	-
CHN	4.11M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
FMY	-	-	11.44M	2.23M	0M	0M	0.8M	1.32M	0.5M	3.95M	0.82M	0M
GIF	11.7M	0M	0.12M	0M	0M	0M	0.08M	1.28M	0.14M	0.51M	-	-
IMM	10.41M	0M	0M	0.04M	0M	0M	0M	0.45M	0.21M	0M	-	-
LAL	-	-	14.08M	7.77M	1.05M	0.25M	7.21M	4.07M	0M	0M	3.18M	0.58M
MKY	0M	0M	0M	0M	0M	0M	0M	0.09M	0M	0M	-	-
OBE	3.64M	0.02M	0M	1.75M	0M	0M	0.98M	0M	0M	1.75M	-	-
PGD	-	-	36.29M	0.42M	0M	0.16M	0.58M	3.68M	0.36M	2.17M	0M	0.62M
RSW	-	-	66.54M	14.9M	3.32M	4.3M	24.21M	2.72M	0.58M	7.22M	1.5M	0.39M
SEF	14.64M	0M	0M	0.22M	1.08M	0M	0M	0M	3.36M	0.36M	-	-
SRQ	-	-	11.55M	0.15M	0.75M	0.34M	1.68M	2.2M	2.46M	4.48M	5.52M	3.36M
VNC	-	-	5.4M	0M	0.4M	0.46M	0M	0M	0M	0M	1.87M	0M
X01	1.02M	0.03M	0M	0M	0.24M	0.03M	0M	0.32M	0M	0M	-	-
X06	4.09M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
X07	4.68M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
X14	2.05M	0M	0M	0.44M	0.05M	0M	0M	0M	0.06M	0.09M	-	-
DISTRICT	84.44M	0.29M	164.93M	30.64M	7.49M	13.66M	37.53M	21.75M	9.29M	27.83M	13.46M	9.66M

Additional design-level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it. It is important to state that the project specific design level efforts are necessary in determining the final rehabilitative construction activity and project limits. In certain cases, adjacent or nearby Sections may not have deteriorated to a PCI level that would warrant "major rehabilitation" but are deteriorated enough to be considered for inclusion as a combined project.

District Airfield Pavement Evaluation Report

Runway projects, based on pavement conditions at or below the Critical PCI of 65, which the District should consider as immediate needs, are listed as follows. These are not all the needs at each participating airport within the District and may not be the individual airport's priority but should be considered in development of funding programs. **Table E-10** below highlights Runway pavement sections that have current PCI values at or below the Critical PCI of 65.

Table E-10 Year 1 Runway Major Rehabilitation Needs

Network ID	Branch Name	Sections with Major Rehabilitation in Year 1	Major Rehabilitation Cost
2IS	RUNWAY 13-31	***No Major Rehabilitation***	\$ -
APF	RUNWAY 14-32	***No Major Rehabilitation***	\$ -
APF	RUNWAY 5-23	***No Major Rehabilitation***	\$ -
AVO	RUNWAY 10-28	6220	\$ 19,000
AVO	RUNWAY 5-23	6102	\$ 762,000
BOW	RUNWAY 5-23	6305, 6310, 6315	\$ 3,111,000
BOW	RUNWAY 9L-27R	***No Major Rehabilitation***	\$ -
BOW	RUNWAY 9R-27L	6205, 6210, 6230	\$ 4,887,000
CHN	RUNWAY 18-36	6105	\$ 2,103,000
FMY	RUNWAY 13-31	***No Major Rehabilitation***	\$ -
FMY	RUNWAY 5-23	***No Major Rehabilitation***	\$ -
GIF	RUNWAY 11-29	6205	\$ 2,574,000
GIF	RUNWAY 5-23	***No Major Rehabilitation***	\$ -
IMM	RUNWAY 18-36	6105, 6110, 6115, 6120	\$ 6,199,000
IMM	RUNWAY 4-22	6305, 6310	\$ 758,000
IMM	RUNWAY 9-27	***No Major Rehabilitation***	\$ -
LAL	RUNWAY 5-23	6255	\$ 376,000
LAL	RUNWAY 9-27	6130, 6155, 6160	\$ 511,000
MKY	RUNWAY 17-35	***No Major Rehabilitation***	\$ -
OBE	RUNWAY 14-32	6205	\$ 1,970,000
OBE	RUNWAY 5-23	***No Major Rehabilitation***	\$ -
PGD	RUNWAY 15-33	6205, 6210, 6215, 6220	\$ 8,884,000
PGD	RUNWAY 4-22	6105, 6115, 6125	\$ 8,015,000
PGD	RUNWAY 9-27	6305	\$ 1,667,000
RSW	RUNWAY 6-24	***No Major Rehabilitation***	\$ -
SEF	RUNWAY 01-19	***No Major Rehabilitation***	\$ -
SEF	RUNWAY 14-32	***No Major Rehabilitation***	\$ -
SRQ	RUNWAY 14-32	***No Major Rehabilitation***	\$ -
SRQ	RUNWAY 4-22	***No Major Rehabilitation***	\$ -
VNC	RUNWAY 13-31	6120, 6130	\$ 382,000
VNC	RUNWAY 5-23	***No Major Rehabilitation***	\$ -
X01	RUNWAY 15-33	6105, 6110, 6115	\$ 982,000
X06	RUNWAY 6-24	6105	\$ 1,943,000
X07	RUNWAY 17-35	6205, 6206	\$ 2,055,000
X07	RUNWAY 6-24	***No Major Rehabilitation***	\$ -
X14	RUNWAY 14-32	***No Major Rehabilitation***	\$ -

**All planning cost values have been rounded to the nearest thousand-dollar.*

Summary of District 1

Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 1.

- 2IS, Airglades Airport
- APF, Naples Municipal Airport
- AVO, Avon Park Executive Airport
- BOW, Bartow Municipal Airport
- CHN Wachula Municipal Airport
- FMY, Page Field
- GIF, Winter Haven's Gilbert Airport
- IMM, Immokalee Regional Airport
- LAL, Lakeland Linder International Airport
- MKY, Marco Island Airport
- OBE, Okeechobee County Airport
- PGD, Punta Gorda Airport
- RSW, Southwest Florida International Airport
- SEF, Sebring Regional Airport
- SRQ, Sarasota/Bradenton International Airport
- VNC, Venice Municipal Airport
- X01, Everglades Airpark
- X06, Arcadia Municipal Airport
- X07, Lake Wales Municipal Airport
- X14, LaBelle Municipal Airport

District 1's overall area-weighted Pavement Condition Index (PCI) is at a 72, a condition rating of "Satisfactory". **Table E-1: Condition Summary by Airport** above represents the results of the PCI inspection at each airport within the District. The overall area-weighted average PCI values for the participating airport facilities in District 1 ranged from 57 (Fair) to 93 (Good). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport.



Chapter 1

Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.

There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance, repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

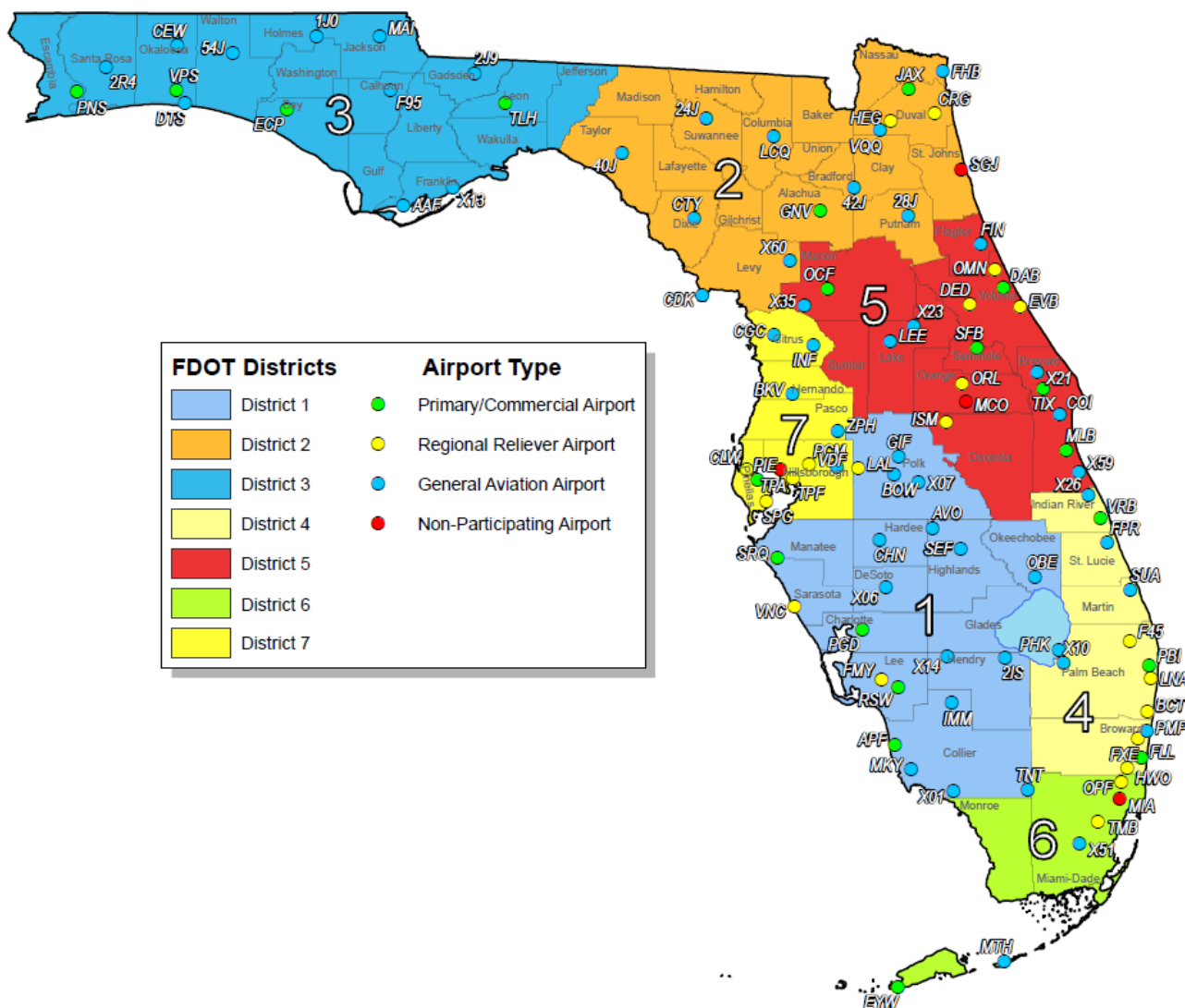
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceports Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.

Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.

1.3 Organization

1.3.1 FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION AND SPACEPORTS OFFICE PROGRAM MANAGER

The FDOT Aviation and Spaceports Office (ASO) Aviation Engineering Manager serves as the Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the designated Consultant for the program. The ASO-PM has review and

approval authority for each program task and manages the program's day-to-day details and pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceports Manager and Development Administrator.

1.3.2 PARTICIPATING FLORIDA PUBLIC-USE AND PUBLICLY OWNED AIRPORTS

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT OFFICES

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 CONSULTANT

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys,”** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.

A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.

1.4 Purpose of District Pavement Evaluation Report

The District pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance, repair, and major rehabilitation (M&R) planning associated with the SAPMP system update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

This document is intended to serve as a summary of the District's participating airports airfield pavement facility condition and long-term major rehabilitation needs. Furthermore, the purpose of this District Summary document is to provide:

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the average results of the PCI survey and analysis at each District's participating airport.
- Provide the results of the maintenance level activities and major rehabilitation analysis identified for the immediate Year-1 needs and long-term 10-Year project needs on an airport and District-wide basis.

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation needs. The 1992 SAPMP implementation provided the FDOT and the

participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation policies; consider planning-level unit costs; and develop recommendations for performing pavement maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER™ system. This data conversion included all documented pavement facilities, classifications, types, histories, geometries, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In the 2006-2008 system update, the SAPMP was updated again with continued use of the MicroPAVER™ system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (<http://www.dot.state.fl.us/aviation/pavement.shtm>) was established for input of data.

In the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”** The ASTM update consisted of refinement of

distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and **150/5380-7B “Airport Pavement Management Program (PMP)”**). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 “Pavement Maintenance,” No. 34 “Policies, Standards, and Specifications,” and PFC Assurance No. 9 “Standards and Specifications.”

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC**150/5380-7B “Airport Pavement Management Program (PMP)”** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 PROGRAM OBJECTIVES

- 1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
- 2 An objective and repeatable system for evaluating pavement condition.
- 3 Procedures for predicting future pavement condition.
- 4 Procedures for modeling both past and future pavement performance conditions.
- 5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
- 6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

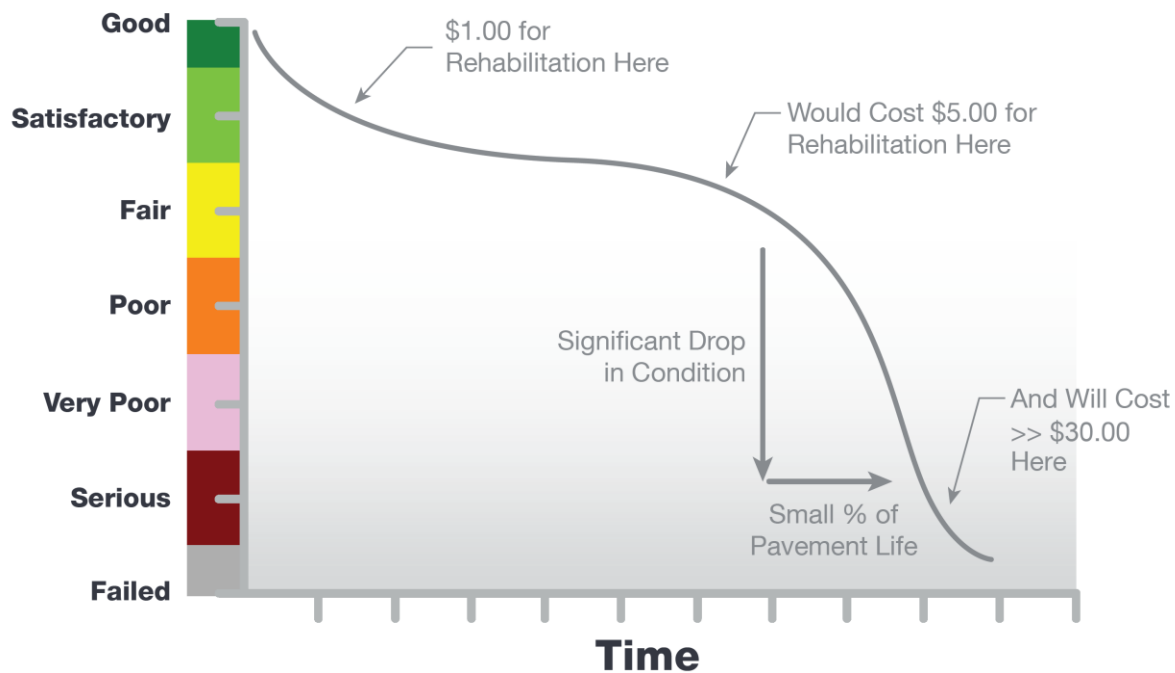
1.7.2 PROGRAM COMPONENTS

- A. Database

- B. Pavement Inventory
- C. Pavement Structure
- D. Pavement Work History
- E. Pavement Condition Data
- F. Pavement Performance Modeling for the Prediction/Forecast of PCI
- G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements’ past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

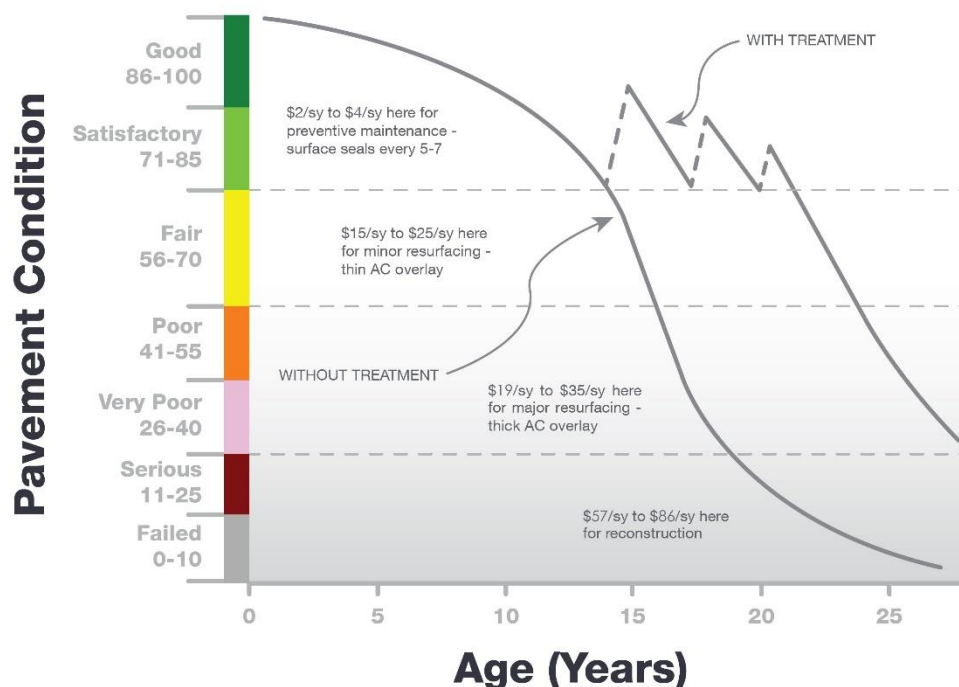
Figure 1.7.2 (a) Typical Pavement Condition Life Cycle



**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and Figure 1.7.2 (d) depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figure 1.7.2 (c) Flexible Asphalt Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

Figure 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.



Chapter 2

Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the

inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 PAVEMENT MANAGEMENT PROGRAM NETWORK DEFINITION TERMINOLOGY

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a “parent” pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (± 8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet ($\pm 2,000$ ft²) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	“Tallahassee International Airport – Airfield Pavements”
Branch Name	Commonly defined asset name as established by Airport and by use	“Runway 18-36”
Branch ID	Codified shorthand name for commonly defined asset established for database identification	“RW 18-36” RW, Branch Use, “Runway” 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	“6105”
Sample Unit	A numeric identification of an area of pavement (5,000 $\pm$ 2,000 SF of AC or 20 $\pm$ 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	“300”

2.3 Airfield Pavement Structure

2.3.1 PAVEMENT STRUCTURE TYPES

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Work History

2.4.1 AIRFIELD PAVEMENT RECORD KEEPING

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular **150/5320-6F Airport Pavement Design and Evaluation** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI SURVEY METHODOLOGY

In adherence to the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP),"** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition

determined by the PCI method can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.2 PAVEMENT DISTRESS TYPES

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age

Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
➤ Alligator Cracking ➤ Corrugation ➤ Depression ➤ Patching of Load-based distress ➤ Polished Aggregate ➤ Rutting ➤ Slippage ➤ Cracking	➤ Bleeding ➤ Block Cracking ➤ Joint Reflection Cracking ➤ L/T Cracking ➤ Patching of climate / durability-caused distresses ➤ Shoving from PCC ➤ Raveling ➤ Weathering ➤ Swelling	➤ Alligator Cracking ➤ Depression ➤ Patching of moisture / drainage caused distress ➤ Swelling ➤ Raveling ➤ Weathering	➤ Oil Spillage ➤ Jet Blast Erosion ➤ Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
➤ Corrugation ➤ Depression ➤ Rutting ➤ Shoving of asphalt pavement ➤ Swelling ➤ Raveling ➤ Weathering	➤ Bleeding ➤ Depression ➤ Polished Aggregate ➤ Rutting	➤ Block Cracking ➤ Joint Reflection Cracking ➤ L/T Cracking ➤ Slippage ➤ Cracking	➤ All Distresses

Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction

Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
➤ Corner Break ➤ Shattered Slab ➤ L/T/D Cracking ➤ Pumping ➤ Patching of Load-associated distress ➤ Spalling	➤ Blowup ➤ “D” Cracking ➤ Joint Seal Damage ➤ Popouts ➤ Scaling ➤ Patch of Climate/Durability-associated distress ➤ Shrinkage Cracking ➤ Spalling ➤ L/T/D Cracking	➤ Corner Break ➤ Shattered Slab ➤ Pumping ➤ Patching of Moisture/Drainage-associated distress	➤ Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
➤ Blowup ➤ Corner Break ➤ L/T/D Cracking ➤ Shattered Slab ➤ Settlement / Faulting ➤ Spalling	➤ Settlement / Faulting ➤ Spalling	➤ Corner Break ➤ L/T/D Cracking ➤ “D” Cracking ➤ Joint Seal Damage ➤ Shattered Slab ➤ Popouts ➤ Scaling	➤ All distresses

2.6.3 PCI SURVEY INSPECTION PROCEDURES

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤20	10% but ≤10

2.6.4 UPDATES TO THE ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

The previous methodology which featured “(52) Weathering and Raveling” distress has been separated into two distresses “(52) Raveling” and “(57) Weathering.” Previously, areas that were recorded as “Weathering and Raveling” were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where “Weathering” only exists and does not meet the definition of “Raveling,” the PCI deduction is not as high as the former “Weathering and Raveling.” Therefore, areas identified only as “(57) Weathering” based on current ASTM standards, which were previously identified as “(52) Weathering and Raveling,” may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

Rigid Portland Cement Concrete Pavement Distress Updates

The previous methodology defined “(70) Scaling” as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included Alkali-Silica Reaction, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as “(76) Alkali-Silica Reaction / ASR.” As a result, the previous “(70) Scaling” numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded “(70) Scaling,” and currently do not exhibit “(76) Alkali-Silica Reactivity / ASR” may potentially see an increase in PCI. Additionally, “(73) Shrinkage Cracks” has been redefined as “(73) Shrinkage Cracking”. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement’s surface. Plastic shrinkage caused by construction can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout most of the slab surface. This condition is also referred to as map cracking or crazing.

Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	Updated Distress	Former Distress in Prior to 5340-10	Deduction Curve	Potential Effect
AC/AAC/ APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' may now be identified as 'Shrinkage Cracking'



Chapter 3

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 PREVIOUS AND/OR ANTICIPATED AIRFIELD PAVEMENT CONSTRUCTION

A significant element to the development and update of the SAPMP has been to identify recent and anticipated construction activity that affects the pavement composition and performance. With cooperation from airport personnel, the project team was able to gather airport specific information that included changes in pavement geometry, new or reconstructed pavements since the last inspection and anticipated pavement rehabilitation that would negate the findings of a visual inspection done in the short term. At the beginning of each phase for this update, FDOT SAPMP participants responded to the Aviation and Spaceports Office with project specific information on the recent and anticipated work. In addition to the construction activity, updates to pavement facility designators (i.e. re-designation, magnetic declination, and/or decommissioning) were reported. Lastly, the project team leaders performing field inspections confirm with airport staff on site previous, recent, and anticipated construction projects that may affect the airfield pavement facilities.

This information was considered in conjunction with aerial imagery provided by FDOT during the updating of pavement section areas on each airport's Airfield Pavement Network Definition Exhibit. The previous, recent, and anticipated construction activity information provided by airport staff has been graphically depicted relative to the branch, section, and sample unit definition on the Airfield Pavement System Inventory Exhibit for each participating airport. This information was also included in the PAVER database updates for the SAPMP.

The airports provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance

or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

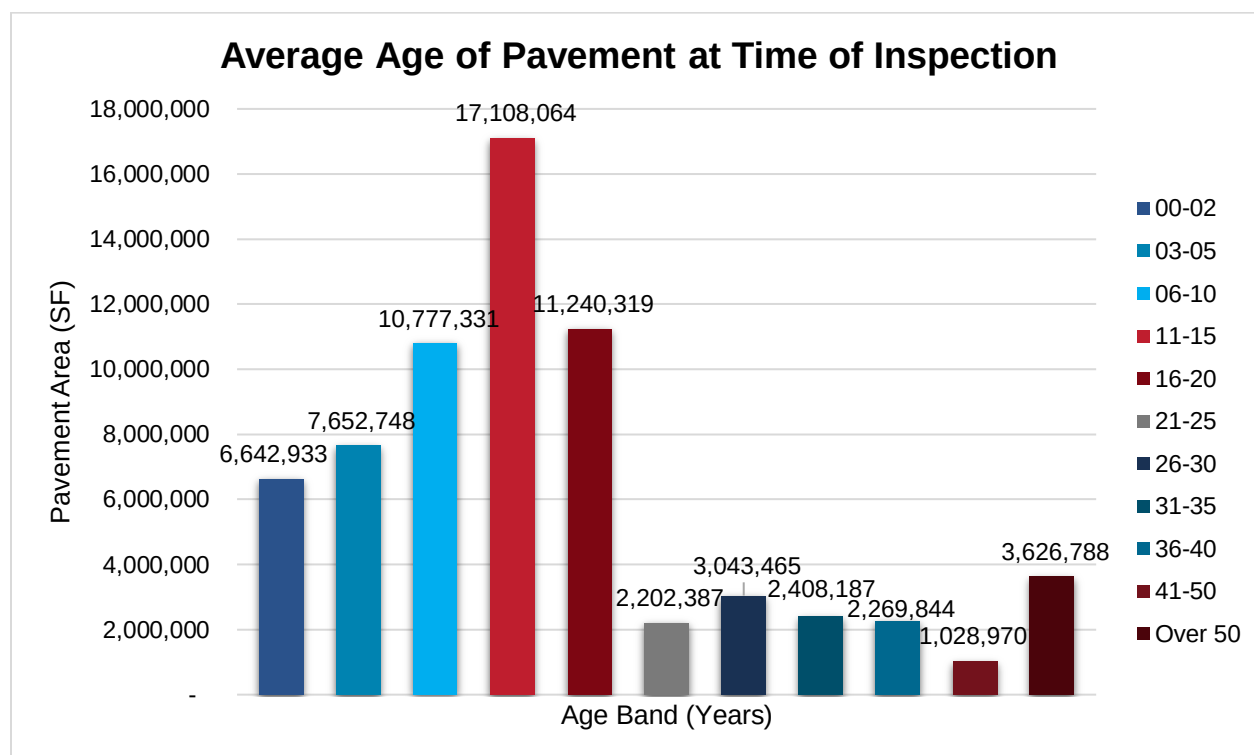
The **Airfield Pavement Network Definition Exhibit** provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

The **Airfield Pavement System Inventory Exhibit** provides details to the work history updates communicated by each Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airports and, if constructed, observed in the field.

3.1.2 ESTIMATED PAVEMENT AGE

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection



The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

3.1.3 FUNCTIONAL USE CLASSIFICATION

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Table 3.1.3** summarizes the identified pavements' functional use by area by airport. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 3.1.3 (a)** depicts the district airfield pavement areas by facility use, and **Figure 3.1.3 (b)** provides a breakdown of airfield pavement area by facility use at each participating airport for the District.

Table 3.1.3 Functional Classification Use by Area by Airport

Network ID	Airport Type	Pavement Area (Square Feet)				Overall
		Runway	Taxiway	Taxilane	Apron	
2IS	GA	445,550	489,591	-	369,593	1,304,734
APF	PR	1,478,621	1,623,800	17,430	2,573,773	5,693,624
AVO	GA	816,301	386,928	33,849	251,961	1,489,039
BOW	GA	1,866,522	870,690	160,418	723,614	3,621,244
CHN	GA	300,300	187,408	105,193	97,933	690,834
FMY	RL	1,675,733	1,889,281	-	2,601,351	6,166,365
GIF	GA	890,501	600,873	-	954,802	2,446,176
IMM	GA	1,208,912	830,621	-	309,693	2,349,226
LAL	RL	1,993,931	3,126,086	-	2,362,064	7,482,081
MKY	GA	500,000	174,010	-	458,887	1,132,897
OBE	GA	792,650	431,999	17,395	193,134	1,435,178
PGD	PR	2,097,871	1,393,722	79,013	1,206,631	4,777,237
RSW	PR	1,800,000	5,138,387	-	5,640,525	12,578,912
SEF	GA	1,007,671	480,589	34,611	1,190,418	2,713,289
SRQ	PR	2,153,746	3,696,002	257,970	1,637,783	7,745,501
VNC	RL	1,574,250	922,709	-	872,023	3,368,982
X01	GA	120,300	70,944	-	46,330	237,574
X06	GA	277,500	208,884	-	86,203	572,587
X07	GA	693,300	249,688	-	192,549	1,135,537
X14	GA	394,125	296,925	34,980	333,989	1,060,019
OVERALL DISTRICT		22,087,784	23,069,137	740,859	22,103,256	68,001,036

Figure 3.1.3 (a) District Pavement Area by Functional Classification Use

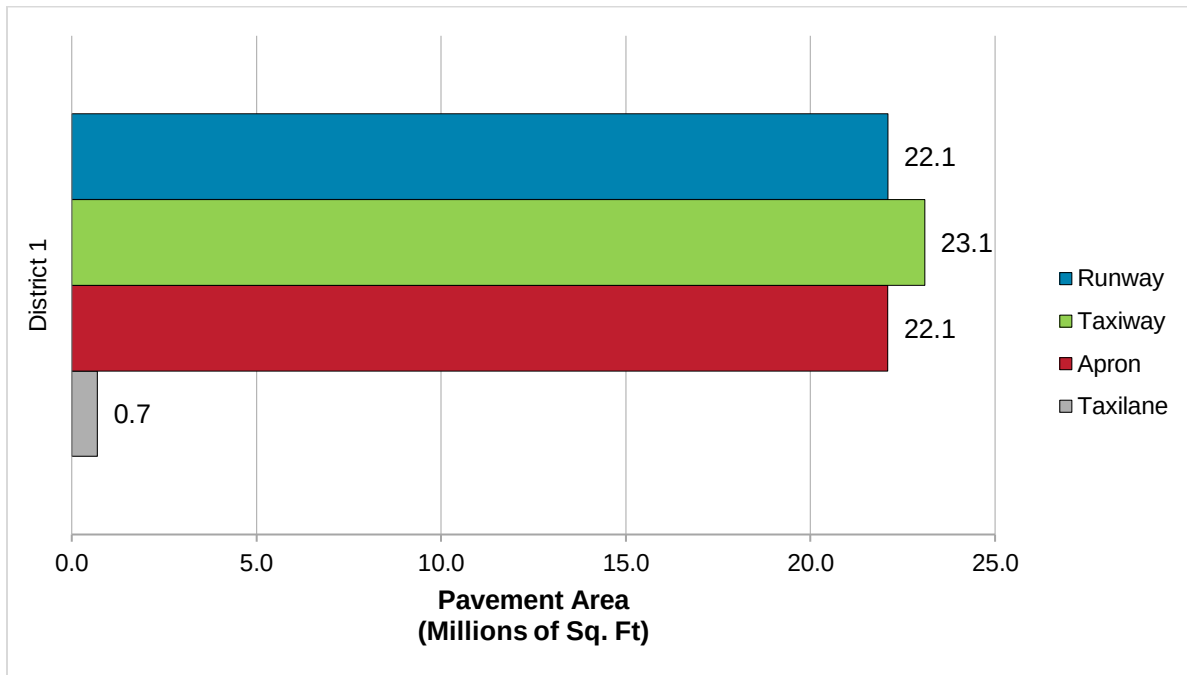
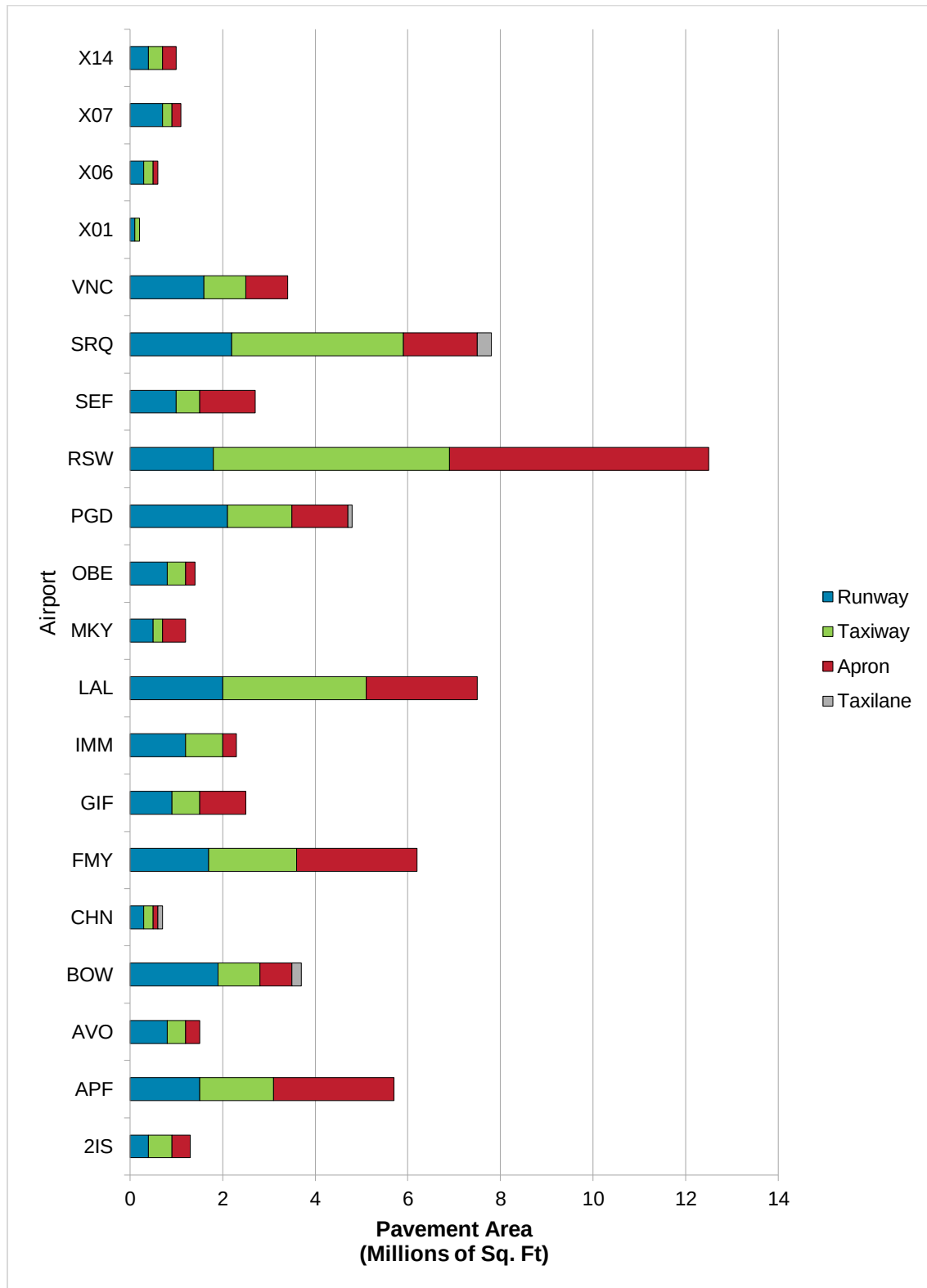


Figure 3.1.3 (b) Functional Classification Use by Area by Airport



**All areas are rounded to the nearest 0.1 Million Square Feet.*



Chapter 4

Chapter 4 – Airfield Pavement Condition

The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 DISTRICT-LEVEL ANALYSIS

The following **Table 4.1.1** summarizes the pavement condition analysis at each airport within the District based on the most recent PCI Survey inspection results.

Table 4.1.1 Latest Condition – Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall Airfield PCI
2IS	GA	91	59	-	37	64
APF	PR	82	86	100	65	75
AVO	GA	72	62	64	52	66
BOW	GA	57	73	52	49	59
CHN	GA	61	58	80	77	65
FMY	RL	100	86	-	72	84
GIF	GA	76	58	-	53	63
IMM	GA	54	61	-	83	60
LAL	RL	73	81	-	77	78
MKY	GA	94	92	-	92	93
OBE	GA	70	73	65	75	71
PGD	PR	62	60	81	72	64
RSW	PR	71	67	-	65	67
SEF	GA	85	83	49	35	62
SRQ	PR	86	73	88	96	82
VNC	RL	84	84	-	84	84
X01	GA	41	73	-	77	57
X06	GA	64	55	-	60	60
X07	GA	82	62	-	55	73
X14	GA	88	80	66	57	75
OVERALL DISTRICT		76	73	74	68	72

PCI Rating Scale	Good	Satisfactory	Fair	Poor	Very Poor	Serious	Failed
PCI Values	100-86	85-71	70-56	55-41	40-26	25-11	10-0

4.1.2 PCI BY FUNCTIONAL USE

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 4.1.2 (a)** graphically depicts the PCI for each pavement functional use (Apron, Runway, Taxiway, and Taxilane) at each participating airport within the District. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 4.1.2 (b)** depicts the District's area-weighted PCI for each pavement functional use.

Figure 4.1.2 (a) PCI by Pavement Functional Use by Airport

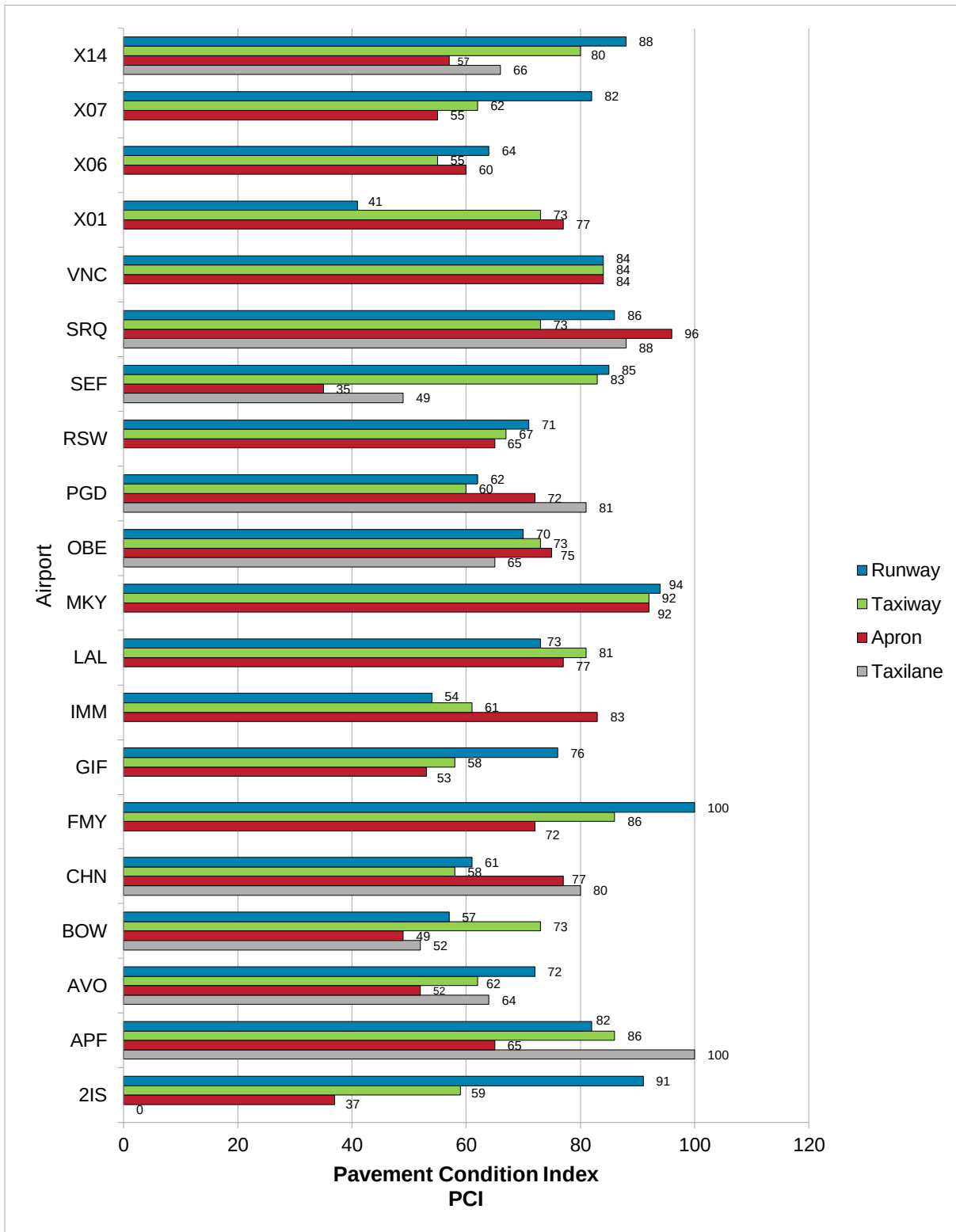
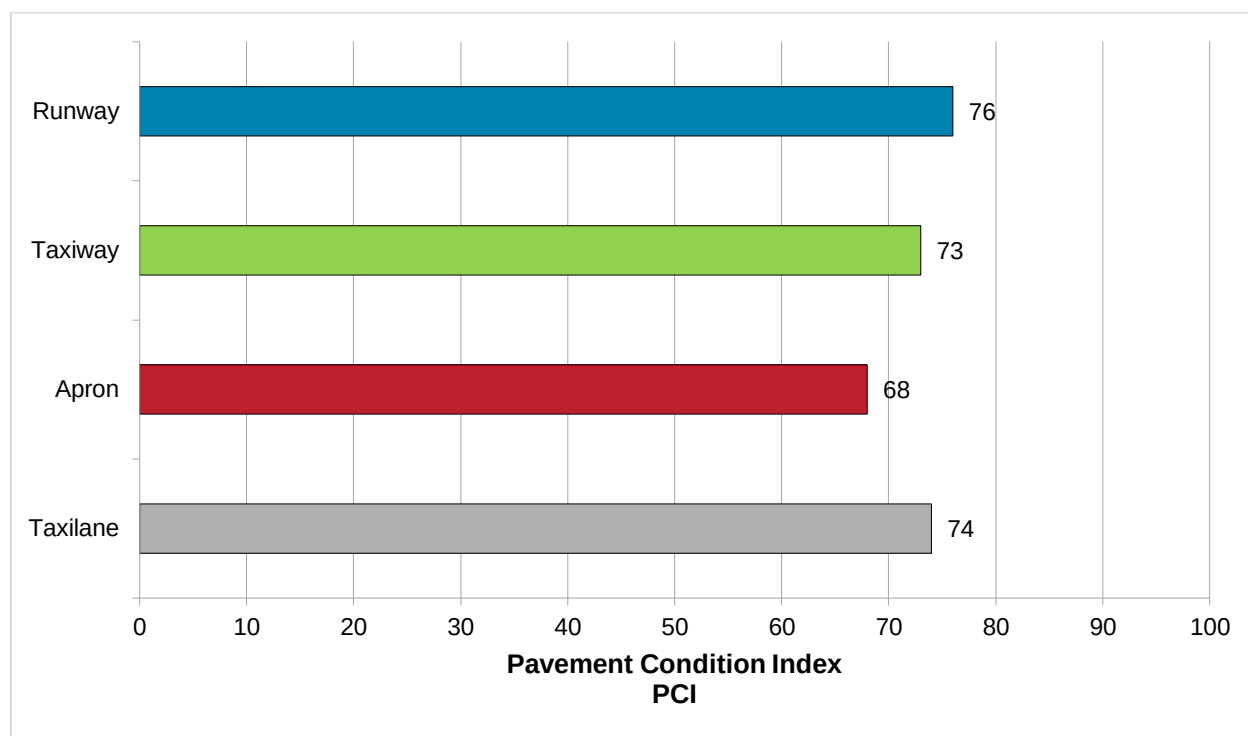


Figure 4.1.2 (b) PCI by Pavement Functional Use

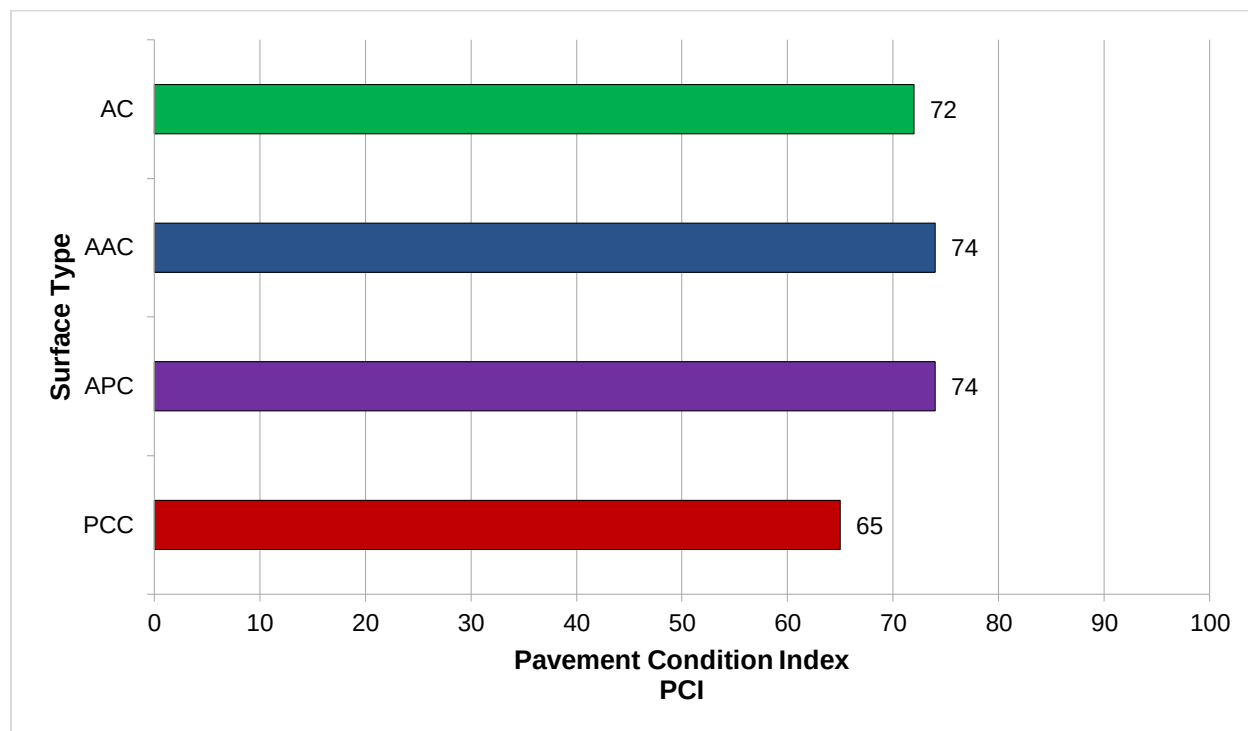


4.1.3 PCI BY SURFACE TYPE

Pavement facility surface types considered for the SAPMP update consist of the four common types within the Florida Airport System: Portland Cement Concrete (PCC), Asphalt Concrete Overlaid on Portland Cement Concrete Pavement (APC), Asphalt Concrete Pavement (AC), and Asphalt Concrete Overlaid on Asphalt Concrete (AAC).

Figure 4.1.3 summarizes the PCI determined based on the various pavement types within the participating District airports. Whitetopping, a composite pavement type that consists of a thin concrete overlay on asphalt concrete pavement exists at certain airports within the Florida Airport System and is discussed within the specific individual airport pavement evaluation report document for those airports.

Figure 4.1.3 PCI by Pavement Surface Type



4.2 Forecasted Pavement Conditions

4.2.1 PERFORMANCE MODELS AND PREDICTION CURVES

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to developed forecasted PCI values based on historic trends and statistical models.

4.2.2 NETWORK-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.2** depicts the network-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.2 Forecasted Network Pavement Performance

Network ID	Program Year									
	Overall Airport Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	59	57	55	53	52	50	48	47	45	44
APF	73	71	69	67	65	64	62	61	59	58
AVO	62	60	58	57	56	54	53	51	50	49
BOW	53	51	50	48	46	45	43	42	40	39
CHN	60	59	57	56	54	52	51	49	48	46
FMY	80	78	76	74	73	71	69	68	66	65
GIF	58	56	54	53	51	50	48	47	46	44
IMM	55	53	51	49	48	46	44	43	41	40
LAL	75	74	72	71	70	68	67	65	64	63
MKY	88	86	84	83	81	79	78	76	75	73
OBE	66	64	62	60	58	56	55	54	53	52
PGD	62	61	59	58	57	55	54	52	51	50
RSW	65	63	62	60	59	57	56	54	53	52
SEF	58	57	55	54	52	51	50	48	47	46
SRQ	80	78	77	75	74	73	71	70	68	67
VNC	81	79	78	76	74	73	71	70	69	67
X01	53	52	50	49	47	46	44	43	41	40
X06	55	54	52	51	49	47	46	44	43	41
X07	68	66	64	61	59	57	55	53	51	49
X14	70	68	67	65	63	62	60	59	58	56
DISTRICT	69	67	66	64	63	61	60	58	57	55

4.2.3 RUNWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.3** depicts the runway-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.3 Forecasted Runway Pavement Performance

Network ID	Program Year									
	Overall Runway Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	86	84	82	80	78	76	74	72	70	69
APF	80	77	75	73	71	69	67	65	64	62
AVO	67	65	64	62	61	59	58	57	56	54
BOW	51	49	47	45	43	41	39	38	36	35
CHN	55	54	52	51	49	47	46	44	42	41
FMY	93	91	88	86	84	82	80	79	77	76
GIF	71	70	68	67	66	65	64	63	62	61
IMM	49	48	46	45	43	41	40	38	37	35
LAL	72	71	70	69	68	67	66	65	64	63
MKY	89	87	86	84	82	81	79	78	76	74
OBE	64	62	59	57	55	53	52	50	49	48
PGD	60	59	57	56	55	54	52	51	51	50
RSW	69	66	63	61	59	57	56	55	54	54
SEF	81	79	78	76	74	73	71	69	68	66
SRQ	83	81	80	78	77	75	73	71	69	66
VNC	82	80	78	77	75	74	72	71	70	69
X01	36	35	33	32	30	28	27	25	23	22
X06	58	57	55	54	52	50	49	47	45	44
X07	77	74	72	69	66	64	61	58	56	53
X14	83	81	80	78	76	75	73	71	70	68
DISTRICT	72	70	68	66	65	63	62	60	59	57

4.2.4 TAXIWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.4** depict the taxiway-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.4 Forecasted Taxiway Pavement Performance

Network ID	Program Year									
	Overall Taxiway Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	55	53	52	51	50	48	47	46	45	44
APF	84	81	79	78	76	74	72	71	69	68
AVO	59	58	57	55	54	53	51	50	49	47
BOW	64	62	60	58	57	55	54	52	51	50
CHN	61	60	58	57	55	54	52	51	49	48
FMY	83	81	80	79	77	76	74	73	72	70
GIF	53	52	50	49	47	46	45	44	43	42
IMM	55	52	50	48	45	43	42	40	39	39
LAL	78	77	75	74	72	71	70	68	67	66
MKY	86	83	81	79	77	75	74	72	71	70
OBE	67	66	65	63	62	62	61	60	60	59
PGD	59	57	55	54	52	50	48	46	45	43
RSW	65	63	62	61	59	58	56	55	53	52
SEF	75	73	71	70	68	67	66	65	64	63
SRQ	72	71	69	68	66	65	64	63	61	60
VNC	82	80	79	78	76	75	74	72	71	70
X01	69	68	67	66	65	64	63	62	60	59
X06	51	50	48	47	45	44	42	40	39	37
X07	57	55	54	52	51	49	48	47	46	45
X14	73	71	69	67	66	65	64	63	62	61
DISTRICT	70	68	67	65	64	63	61	60	58	57

4.2.5 APRON-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.5** depict the apron-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.5 Forecasted Apron Pavement Performance

Network ID	Program Year									
	Overall Apron Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	31	29	27	25	23	21	19	17	16	14
APF	63	61	59	57	56	54	53	51	50	48
AVO	48	46	44	43	41	40	38	36	35	33
BOW	45	43	42	41	40	38	37	36	35	33
CHN	72	70	69	67	66	64	62	61	59	58
FMY	69	67	65	63	62	60	58	56	55	53
GIF	48	46	44	42	40	38	36	34	32	30
IMM	78	76	75	73	72	70	69	67	65	64
LAL	74	72	71	69	67	65	64	62	61	59
MKY	87	86	84	83	81	79	78	76	74	73
OBE	69	67	65	62	60	58	57	55	54	53
PGD	71	69	68	66	65	64	62	61	60	58
RSW	64	62	61	60	58	57	55	54	53	51
SEF	32	30	29	28	27	26	24	23	22	21
SRQ	94	92	91	89	88	87	87	86	85	84
VNC	79	77	75	73	71	69	67	65	64	62
X01	72	70	69	67	66	64	63	61	59	58
X06	55	54	52	50	49	47	46	44	43	41
X07	50	49	47	46	44	43	41	39	38	36
X14	52	50	49	47	46	44	42	41	39	38
DISTRICT	65	64	62	60	59	57	56	54	53	52

4.2.6 FORECASTED PCI CONSIDERATIONS

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only.

Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA **AC 150/5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements** to determine structural and/or functional conditions at the time of project.



Chapter 5

Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.

5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and the **FDOT Airfield Pavement Distress Repair Manual**. Additionally, the **Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft

District Airfield Pavement Evaluation Report

DISTRICT

1

Distress	Severity	Description	Code	Work Type	Work Unit
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft

District Airfield Pavement Evaluation Report

DISTRICT

1

Distress	Severity	Description	Code	Work Type	Work Unit
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt

Table 5.2 (c) Localized M&R Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Work Type	Work Unit	GA Airport	Reliever Airport	Primary Airport
			(Cost/Work Unit)	(Cost/Work Unit)	(Cost/Work Unit)
FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt	\$0.55	\$0.55	\$0.55
FDOT-ML-AC	FDOT - MILLING - AC	SqFt	\$2.00	\$2.00	\$2.00
FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft	\$3.00	\$3.00	\$3.00
FDOT-MO-PV	FDOT - MONITOR	N/A	\$0.00	\$0.00	\$0.00
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt	\$6.00	\$9.00	\$12.50
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt	\$3.00	\$4.00	\$5.50

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Work Type	Work Unit	GA Airport	Reliever Airport	Primary Airport
			(Cost/Work Unit)	(Cost/Work Unit)	(Cost/Work Unit)
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt	\$100.00	\$150.00	\$185.00
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt	\$30.00	\$30.00	\$30.00
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt	\$30.00	\$30.00	\$30.00
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt	\$72.00	\$72.00	\$72.00
FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt	\$0.05	\$0.05	\$0.05
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft	\$2.00	\$2.00	\$2.00
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft	\$4.25	\$4.25	\$4.25
FDOT-MO-PV	FDOT - MONITOR	N/A	\$0.00	\$0.00	\$0.00
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft	\$2.75	\$2.75	\$2.75

*PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.

5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap

recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3** summarizes the anticipated Localized Maintenance and Repair needs based on the PCI Survey Inspection efforts performed at each airport within the District as part of this SAPMP System Update. The following table depicts planning-level costs rounded for summary purposes.

Table 5.3 Summary of Localized M&R Planning Needs by Airport

Network ID	Localized Preventive	Localized Stopgap	TOTAL Localized Maintenance
2IS	\$ 16,670	\$ 1,154,630	\$ 1,171,300
APF	\$ 450,260	\$ 2,555,580	\$ 3,005,840
AVO	\$ 152,300	\$ 476,360	\$ 628,660
BOW	\$ 245,840	\$ 3,678,900	\$ 3,924,740
CHN	\$ 250	\$ 358,070	\$ 358,320
FMY	\$ 238,260	\$ 772,910	\$ 1,011,170
GIF	\$ 34,380	\$ 1,531,120	\$ 1,565,500
IMM	\$ 9,700	\$ 3,531,970	\$ 3,541,670
LAL	\$ 938,580	\$ 2,163,700	\$ 3,102,280
MKY	\$ -	\$ -	\$ -
OBE	\$ 22,770	\$ 147,280	\$ 170,050
PGD	\$ 270,000	\$ 1,956,020	\$ 2,226,020
RSW	\$ 1,937,740	\$ 4,517,480	\$ 6,455,220
SEF	\$ 68,390	\$ 2,072,160	\$ 2,140,550
SRQ	\$ 356,500	\$ 516,840	\$ 873,340
VNC	\$ 143,110	\$ 1,497,510	\$ 1,640,620
X01	\$ 38,190	\$ 163,060	\$ 201,250
X06	\$ -	\$ 105,270	\$ 105,270
X07	\$ 20,110	\$ 704,700	\$ 724,810
X14	\$ 35,920	\$ 340,460	\$ 376,380
DISTRICT	\$ 4,978,970	\$ 28,244,020	\$ 33,222,990



Chapter 6

Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figure 6.1 (a) Major Rehabilitation Planning Decision Diagram, $PCI \leq \text{Critical PCI}$

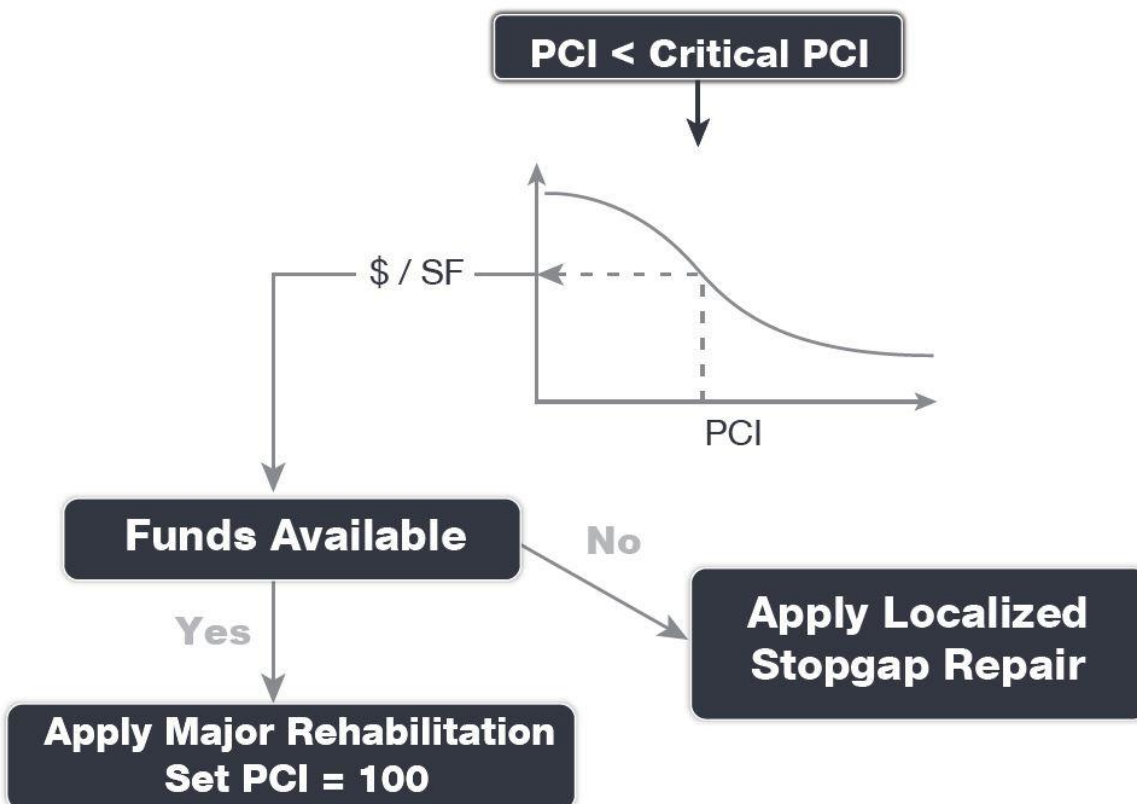
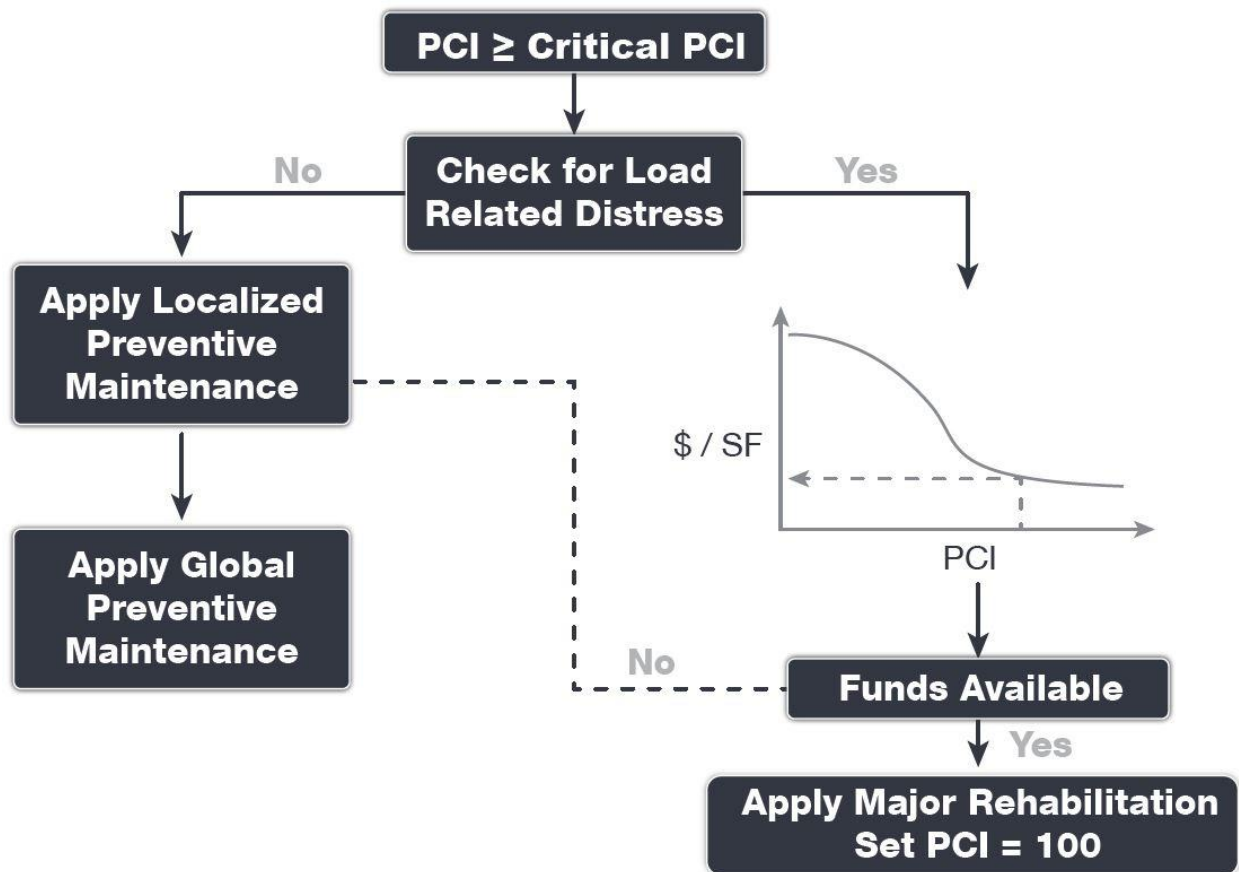


Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



6.1.1 CRITICAL PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The **Critical PCI** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT RECOMMENDED MINIMUM SERVICE-LEVEL PCI

The FDOT has recommended **Minimum Service-Level PCI** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Use	FDOT Recommended Minimum Service Level PCI			Critical PCI
	Primary Airports	Regional Reliever Airports	General Aviation Airports	
Runway	75	75	75	65
Taxiway	70	65	65	65
Apron	65	65	60	65

6.2 Major Rehabilitation Policy

6.2.1 MAJOR REHABILITATION PAVEMENT SECTION DEVELOPMENT

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA **AC 150/ 5320-6F "Airport Pavement Design and Evaluation."** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site-specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	GA Airport	Reliever Airport	Primary Airport
AC Mill and Overlay PCI = 41 to 65	75% Mill and Overlay P-101 AC Milling (2") P-603 Bituminous Tack P-401 (HMA) (2") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	75% Mill and Overlay P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	75% Mill and Overlay P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")
AC Reconstruction PCI = 40 or less	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")

Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	GA Airport	Reliever Airport	Primary Airport
PCC Restoration PCI = 41 to 65	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (10") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction PCI = 40 or less	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (6") P-501 Rigid PCC (10")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (14")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H** Standard Specifications for Construction of Airports when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H**

Standard Specifications for Construction of Airports was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

6.2.2 MAJOR REHABILITATION PLANNING-LEVEL UNIT COSTS

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Major Rehabilitation	PCI Range	GA Airport	Reliever Airport	Primary Airport
		(Cost per SF)	(Cost per SF)	(Cost per SF)
AC Mill and Overlay	41-65	\$ 7.00	\$ 9.50	\$ 11.00
AC Reconstruction	0-40	\$ 9.00	\$ 12.50	\$ 14.00
PCC Restoration	41-65	\$ 10.00	\$ 13.50	\$ 17.00
PCC Reconstruction	0-40	\$ 15.00	\$ 20.00	\$ 23.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

The objective of the major pavement rehabilitation needs analysis is to provide planning-level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design. **Table 6.3** identifies the overall planning-level costs for each airport based on the total sections requiring major rehabilitation due to its PCI being below the Critical PCI of 65 or having substantial load-based distresses.

Table 6.3 Summary of District Year 1 Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation
2IS	GA	64	FAIR	\$ 5,862,000
APF	PR	75	SATISFACTORY	\$ 17,783,000
AVO	GA	66	FAIR	\$ 3,905,000
BOW	GA	59	FAIR	\$ 18,338,000
CHN	GA	65	FAIR	\$ 4,109,000
FMY	RL	84	SATISFACTORY	\$ 11,436,000
GIF	GA	63	FAIR	\$ 11,702,000
IMM	GA	60	FAIR	\$ 10,406,000
LAL	RL	78	SATISFACTORY	\$ 14,079,000
MKY	GA	93	GOOD	\$ -
OBE	GA	71	SATISFACTORY	\$ 3,644,000
PGD	PR	64	FAIR	\$ 36,289,000
RSW	PR	67	FAIR	\$ 66,540,000
SEF	GA	62	FAIR	\$ 14,635,000
SRQ	PR	82	SATISFACTORY	\$ 11,550,000
VNC	RL	84	SATISFACTORY	\$ 5,399,000
X01	GA	57	FAIR	\$ 1,017,000
X06	GA	60	FAIR	\$ 4,091,000
X07	GA	73	SATISFACTORY	\$ 4,676,000
X14	GA	75	SATISFACTORY	\$ 2,053,000
OVERALL DISTRICT		72	SATISFACTORY	\$ 247,514,000

6.3.1 10-YEAR UNCONSTRAINED BUDGET MAJOR REHABILITATION NEEDS

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level investigation, and budgetary constraints. The following **Table 6.3.1 (a) and Table 6.3.1 (b)** summarize all identified major rehabilitation needs for each airport within the District forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1(a) Summary of 10-Year Major Rehabilitation Needs by Airport

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
2IS	GA	64	FAIR	\$ 6,318,000
APF	PR	75	SATISFACTORY	\$ 40,659,000
AVO	GA	66	FAIR	\$ 10,160,000
BOW	GA	59	FAIR	\$ 23,968,000
CHN	GA	65	FAIR	\$ 4,109,000
FMY	RL	84	SATISFACTORY	\$ 21,056,000
GIF	GA	63	FAIR	\$ 13,835,000
IMM	GA	60	FAIR	\$ 11,107,000
LAL	RL	78	SATISFACTORY	\$ 38,181,000
MKY	GA	93	GOOD	\$ 86,000
OBE	GA	71	SATISFACTORY	\$ 8,139,000
PGD	PR	64	FAIR	\$ 44,282,000
RSW	PR	67	FAIR	\$ 125,681,000
SEF	GA	62	FAIR	\$ 19,659,000
SRQ	PR	82	SATISFACTORY	\$ 32,487,000
VNC	RL	84	SATISFACTORY	\$ 8,122,000
X01	GA	57	FAIR	\$ 1,634,000
X06	GA	60	FAIR	\$ 4,091,000
X07	GA	73	SATISFACTORY	\$ 4,676,000
X14	GA	75	SATISFACTORY	\$ 2,698,000
OVERALL DISTRICT		72	SATISFACTORY	\$ 420,948,000

**All values have been rounded to the nearest thousand-dollar.*

District Airfield Pavement Evaluation Report

Table 6.3.1. (b) 10-Year Major Rehabilitation Needs by Airport

Network ID	Major Rehabilitation (\$ in Millions)											
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
2IS	5.86M	0.24M	0M	0M	0M	0M	0M	0M	0.03M	0.19M	-	-
APF	-	-	17.78M	1.89M	0M	6.57M	0M	1.06M	1.15M	6.93M	0.56M	4.71M
AVO	3.91M	0M	0.84M	0.82M	0M	1.54M	1.51M	1.49M	0M	0.05M	-	-
BOW	18.34M	0M	0.89M	0M	0.6M	0M	0.5M	3.08M	0.42M	0.14M	-	-
CHN	4.11M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
FMY	-	-	11.44M	2.23M	0M	0M	0.8M	1.32M	0.5M	3.95M	0.82M	0M
GIF	11.7M	0M	0.12M	0M	0M	0M	0.08M	1.28M	0.14M	0.51M	-	-
IMM	10.41M	0M	0M	0.04M	0M	0M	0M	0.45M	0.21M	0M	-	-
LAL	-	-	14.08M	7.77M	1.05M	0.25M	7.21M	4.07M	0M	0M	3.18M	0.58M
MKY	0M	0M	0M	0M	0M	0M	0M	0.09M	0M	0M	-	-
OBE	3.64M	0.02M	0M	1.75M	0M	0M	0.98M	0M	0M	1.75M	-	-
PGD	-	-	36.29M	0.42M	0M	0.16M	0.58M	3.68M	0.36M	2.17M	0M	0.62M
RSW	-	-	66.54M	14.9M	3.32M	4.3M	24.21M	2.72M	0.58M	7.22M	1.5M	0.39M
SEF	14.64M	0M	0M	0.22M	1.08M	0M	0M	0M	3.36M	0.36M	-	-
SRQ	-	-	11.55M	0.15M	0.75M	0.34M	1.68M	2.2M	2.46M	4.48M	5.52M	3.36M
VNC	-	-	5.4M	0M	0.4M	0.46M	0M	0M	0M	0M	1.87M	0M
X01	1.02M	0.03M	0M	0M	0.24M	0.03M	0M	0.32M	0M	0M	-	-
X06	4.09M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
X07	4.68M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
X14	2.05M	0M	0M	0.44M	0.05M	0M	0M	0M	0.06M	0.09M	-	-
DISTRICT	84.44M	0.29M	164.93M	30.64M	7.49M	13.66M	37.53M	21.75M	9.29M	27.83M	13.46M	9.66M

*All values have been rounded to the nearest ten-thousand-dollar.



Chapter 7

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 CONTINUED PCI SURVEY INSPECTIONS

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 LOCALIZED MAINTENANCE AND REPAIR

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 MAJOR REHABILITATION

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2018-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 PAVEMENT MANAGEMENT SYSTEM

The following recommendations are made to fully implement an effective pavement management program for the airport:

- Develop a detailed preventive maintenance program for the airport.
- Further refine and implement the identified 10-year major rehabilitation needs.
- Maintain detailed records on pavement maintenance, construction, and inspection.

- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

AIRFIELD PAVEMENT CONDITION INDEX EXHIBITS

The Airfield Pavement Condition Index Exhibits are located in **Appendix B Pavement Condition Index Exhibits**. The exhibits are a visual summary of the latest conditions calculated from the results of the PCI Survey performed at each airport. The PCI values are identified in the exhibits and are graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBITS

The Airfield Pavement Major Rehabilitation Exhibits are located in **Appendix D Major Rehabilitation Exhibits**. The exhibits have been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibits graphically depict the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix C Airfield Pavement Major Rehabilitation Table**.

7.3 Conclusion

The FDOT SAPMP Update 2016-2019 was completed for the airports on behalf of the FDOT ASO in accordance with the Advisory Circulars **150/5380-7B “Airport Pavement Management Program (PMP)”** and **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Appendix A

District Section Condition Report



Pavement Database: FDOT

NetworkId: 2IS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4505	12/25/1999	AC	APRON	P	0	102,944.00	2/20/2017	18	36
AP HANG	4205	1/1/1982	PCC	APRON	P	0	6,912.00	2/20/2017	35	9
AP HANG	4210	12/25/1999	AC	APRON	P	0	14,280.00	2/20/2017	18	86
AP HANG	4215	12/25/1999	PCC	APRON	P	0	2,850.00	2/20/2017	18	84
AP NW	4405	12/25/1999	AC	APRON	P	0	52,932.00	2/20/2017	18	46
AP NW	4410	12/25/1999	PCC	APRON	P	0	2,604.00	2/20/2017	18	9
AP S	4305	1/1/1984	AAC	APRON	P	0	59,100.00	2/20/2017	33	25
AP W	4105	1/1/1996	AAC	APRON	P	0	89,758.00	2/20/2017	21	32
AP W	4110	12/25/1999	PCC	APRON	P	0	14,618.00	2/20/2017	18	55
AP W	4115	7/31/2008	AAC	APRON	P	0	23,595.00	2/20/2017	9	47
RW 13-31	6103	2/1/2011	AAC	RUNWAY	P	0	114,068.00	2/20/2017	6	93
RW 13-31	6105	2/1/2011	AC	RUNWAY	P	0	225,000.00	2/20/2017	6	92
RW 13-31	6110	2/1/2011	AAC	RUNWAY	P	0	106,482.00	2/20/2017	6	90
TW A	103	1/1/1996	AAC	TAXIWAY	P	0	74,342.00	2/20/2017	21	63
TW A	105	1/1/1996	AAC	TAXIWAY	P	0	37,814.00	2/20/2017	21	77
TW A	120	1/1/2011	AC	TAXIWAY	P	0	13,720.00	2/20/2017	6	89
TW A	125	1/1/1996	AC	TAXIWAY	P	0	109,989.00	2/20/2017	21	61
TW A1	104	1/1/1996	AAC	TAXIWAY	P	0	26,288.00	2/20/2017	21	74
TW A1	110	2/11/2011	AC	TAXIWAY	P	0	2,235.00	2/20/2017	6	79
TW A2	205	2/1/2011	AC	TAXIWAY	T	0	4,599.00	2/20/2017	6	85
TW A2	210	1/1/1996	AAC	TAXIWAY	P	0	38,437.00	2/20/2017	21	57
TW A2	215	1/1/1984	AC	TAXIWAY	P	0	41,410.00	2/20/2017	33	37
TW A3	410	1/1/1996	AC	TAXIWAY	P	0	34,501.00	2/20/2017	21	66
TW A3	415	2/1/2011	AC	TAXIWAY	P	0	6,096.00	2/20/2017	6	89
TW E AP	710	12/25/1999	AC	TAXIWAY	P	0	15,760.00	2/20/2017	18	59
TW HANG	405	1/1/1984	AAC	TAXIWAY	P	0	33,514.00	2/20/2017	33	14
TW HANG	407	1/1/2011	AC	TAXIWAY	P	0	3,153.00	2/20/2017	6	88
TW S	605	1/1/1996	AC	TAXIWAY	P	0	45,015.00	2/20/2017	21	60
TW W AP	305	1/1/1984	AAC	TAXIWAY	P	0	2,718.00	2/20/2017	33	45

Pavement Database: FDOT

NetworkId: APF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP COMMERC	4105	1/1/1981	AC	APRON	P	0	144,660.00	12/5/2018	37	60
AP COMMERC	4106	1/1/1981	AC	APRON	P	0	24,709.00	12/5/2018	37	59
AP COMMERC	4110	1/1/1977	AC	APRON	P	0	117,284.00	12/5/2018	41	29
AP COMMERC	4111	1/1/1996	AC	APRON	P	0	101,012.00	12/5/2018	22	76
AP COMMERC	4112	1/1/1996	AC	APRON	P	0	68,137.00	12/5/2018	22	65
AP COMMERC	4113	1/1/1981	AC	APRON	P	0	16,079.00	12/5/2018	37	70
AP GA	4207	1/1/2009	AC	APRON	P	0	68,250.00	12/5/2018	9	86
AP GA	4208	1/1/2009	AC	APRON	P	0	70,175.00	12/5/2018	9	87
AP GA	4209	1/1/2009	PCC	APRON	P	0	128,100.00	12/5/2018	9	98
AP GA	4210	1/1/2009	AAC	APRON	P	0	290,481.00	12/5/2018	9	82
AP GA	4212	1/1/2009	AC	APRON	P	0	56,590.00	12/5/2018	9	81
AP GA	4215	1/1/2009	AAC	APRON	P	0	11,844.00	12/5/2018	9	72
AP GA	4217	1/1/1983	AC	APRON	P	0	46,700.00	12/5/2018	35	49
AP GA	4220	1/1/1975	AC	APRON	P	0	46,700.00	12/5/2018	43	41
AP GA	4223	1/1/2009	AAC	APRON	P	0	48,942.00	12/5/2018	9	83
AP GA	4225	1/1/1983	AC	APRON	P	0	47,646.00	12/5/2018	35	39
AP GA	4230	1/2/1991	AAC	APRON	P	0	97,406.00	12/5/2018	27	53
AP GA	4244	1/1/1983	AC	APRON	P	0	10,953.00	12/5/2018	35	52
AP GA	4245	1/1/1983	AC	APRON	P	0	67,564.00	12/5/2018	35	41
AP GA	4255	1/1/1991	AAC	APRON	P	0	145,777.00	12/5/2018	27	61
AP GA	4257	1/1/2009	AC	APRON	P	0	20,435.00	12/5/2018	9	67
AP GA	4260	1/2/1976	AAC	APRON	P	0	40,671.00	12/5/2018	42	65
AP GA	4265	1/1/1981	AC	APRON	P	0	48,846.00	12/5/2018	37	67
AP GA	4270	1/1/1977	AC	APRON	P	0	119,805.00	12/5/2018	41	59
AP GA	4280	1/1/1984	AC	APRON	P	0	59,765.00	12/5/2018	34	42
AP GA	4285	1/1/2009	PCC	APRON	P	0	16,426.00	12/5/2018	9	64
AP GA	4287	1/1/2009	PCC	APRON	P	0	8,424.00	12/5/2018	9	59
AP GA	4290	12/25/1999	AC	APRON	P	0	190,751.00	12/5/2018	19	62
AP GA	4292	1/1/2008	AC	APRON	P	0	92,514.00	12/5/2018	10	68
AP GA	4295	12/25/1999	AC	APRON	P	0	155,873.00	12/5/2018	19	28
AP N	4430	1/1/2009	AAC	APRON	P	0	6,770.00	12/5/2018	9	83
AP RU 23	5120	1/1/2014	AC	APRON	P	0	22,440.00	12/5/2018	4	84
AP RU 32	5205	1/1/1991	AC	APRON	P	0	30,398.00	12/5/2018	27	70
AP RU 5	5125	1/1/2017	AC	APRON	P	0	25,559.00	1/1/2017	0	100
AP S	4305	1/1/2009	AC	APRON	P	0	126,087.00	12/5/2018	9	89
RW 14-32	6205	12/1/2014	AAC	RUNWAY	P	0	30,000.00	12/5/2018	4	94
RW 14-32	6210	12/1/2014	AAC	RUNWAY	P	0	165,000.00	12/5/2018	4	92
RW 14-32	6212	12/1/2014	AAC	RUNWAY	P	0	12,300.00	12/5/2018	4	86
RW 14-32	6215	1/1/2011	AAC	RUNWAY	P	0	24,414.00	12/5/2018	7	82
RW 14-32	6220	1/1/2011	AAC	RUNWAY	P	0	23,207.00	12/5/2018	7	88
RW 14-32	6225	12/1/2014	AAC	RUNWAY	P	0	163,700.00	12/5/2018	4	92
RW 14-32	6230	12/1/2014	AAC	RUNWAY	P	0	70,000.00	12/5/2018	4	93
RW 5-23	6102	1/1/2010	AC	RUNWAY	P	0	51,000.00	12/5/2018	8	90
RW 5-23	6104	1/1/2011	AC	RUNWAY	P	0	25,500.00	12/5/2018	7	90
RW 5-23	6105	1/1/2011	AAC	RUNWAY	P	0	484,000.00	12/5/2018	7	74
RW 5-23	6107	1/1/2011	AC	RUNWAY	P	0	80,000.00	12/5/2018	7	89
RW 5-23	6110	1/1/2011	AAC	RUNWAY	P	0	242,000.00	12/5/2018	7	80
RW 5-23	6115	1/1/2009	AAC	RUNWAY	P	0	45,000.00	12/5/2018	9	74
RW 5-23	6117	1/1/2011	AC	RUNWAY	P	0	40,000.00	12/5/2018	7	83
RW 5-23	6120	1/1/2009	AAC	RUNWAY	P	0	22,500.00	12/5/2018	9	77
TL F	600	5/16/2016	AC	TAXILANE	P	0	17,430.00	12/5/2018	2	100

TW A	101	1/1/2017	AC	TAXIWAY	P	0	37,011.00	1/1/2017	0	100
TW A	102	1/1/2011	AC	TAXIWAY	P	0	10,383.00	12/5/2018	7	90
TW A	110	1/1/2009	AAC	TAXIWAY	P	0	139,437.00	12/5/2018	9	85
TW A	111	12/18/2014	AAC	TAXIWAY	P	0	4,844.00	12/5/2018	4	86
TW A	112	12/18/2014	AAC	TAXIWAY	P	0	5,556.00	12/5/2018	4	90
TW A	115	1/1/2009	AAC	TAXIWAY	P	0	106,500.00	12/5/2018	9	83
TW A	165	1/1/2009	AAC	TAXIWAY	P	0	9,099.00	12/5/2018	9	59
TW A	175	1/1/2009	AAC	TAXIWAY	P	0	3,697.00	12/5/2018	9	76
TW A	180	1/1/2014	AC	TAXIWAY	P	0	67,786.00	12/5/2018	4	87
TW A1	103	1/1/2011	AAC	TAXIWAY	P	0	14,160.00	12/5/2018	7	84
TW A1	105	1/1/2009	AAC	TAXIWAY	P	0	9,280.00	12/5/2018	9	71
TW A2	106	1/1/2009	AAC	TAXIWAY	P	0	11,802.00	12/5/2018	9	82
TW A2	108	1/1/2011	AAC	TAXIWAY	P	0	23,437.00	12/5/2018	7	92
TW A3	150	1/1/2009	AAC	TAXIWAY	P	0	5,323.00	12/5/2018	9	89
TW A3	152	1/1/2011	AAC	TAXIWAY	P	0	11,823.00	12/5/2018	7	92
TW A4	160	1/1/2009	AAC	TAXIWAY	P	0	10,781.00	12/5/2018	9	81
TW A4	162	1/1/2011	AAC	TAXIWAY	P	0	24,294.00	12/5/2018	7	92
TW A5	120	1/1/2009	AAC	TAXIWAY	P	0	38,527.00	12/5/2018	9	82
TW A6	130	1/1/2009	AAC	TAXIWAY	P	0	31,582.00	12/5/2018	9	79
TW B	205	12/18/2014	AAC	TAXIWAY	P	0	14,492.00	12/5/2018	4	89
TW B	220	1/1/2009	AAC	TAXIWAY	P	0	3,842.00	12/5/2018	9	83
TW B	225	12/25/2015	AC	TAXIWAY	P	0	6,716.00	12/5/2018	3	94
TW B	230	1/1/2011	AAC	TAXIWAY	P	0	6,873.00	12/5/2018	7	87
TW B	235	1/1/2009	AAC	TAXIWAY	P	0	76,858.00	12/5/2018	9	92
TW B	236	11/1/2018	AAC	TAXIWAY	P	0	17,113.00	11/1/2018	0	100
TW B	237	1/1/2011	AAC	TAXIWAY	P	0	3,673.00	12/5/2018	7	89
TW B	260	12/18/2014	AAC	TAXIWAY	P	0	9,585.00	12/5/2018	4	91
TW B	270	1/1/2009	AC	TAXIWAY	P	0	37,199.00	12/5/2018	9	75
TW B	275	1/1/2009	AC	TAXIWAY	P	0	48,779.00	12/5/2018	9	77
TW B1	250	1/1/2009	AAC	TAXIWAY	P	0	5,900.00	12/5/2018	9	62
TW B1	255	12/18/2014	AAC	TAXIWAY	P	0	11,243.00	12/5/2018	4	90
TW B3	245	12/18/2014	AAC	TAXIWAY	P	0	9,353.00	12/5/2018	4	91
TW C	305	12/18/2014	AAC	TAXIWAY	P	0	11,643.00	12/5/2018	4	88
TW C	307	1/1/2009	AC	TAXIWAY	P	0	11,462.00	12/5/2018	9	80
TW C	310	1/1/2009	AAC	TAXIWAY	P	0	102,686.00	12/5/2018	9	82
TW C	315	1/1/1977	AC	TAXIWAY	P	0	21,588.00	12/5/2018	41	63
TW C	320	1/1/2009	AAC	TAXIWAY	P	0	4,853.00	12/5/2018	9	87
TW C	322	1/1/2011	AAC	TAXIWAY	P	0	10,793.00	12/5/2018	7	82
TW C	327	1/1/2011	AAC	TAXIWAY	P	0	9,597.00	12/5/2018	7	81
TW C	330	1/1/2009	AAC	TAXIWAY	P	0	91,714.00	12/5/2018	9	82
TW C	355	12/18/2014	AAC	TAXIWAY	P	0	14,777.00	12/5/2018	4	94
TW C1	350	12/18/2014	AAC	TAXIWAY	P	0	11,377.00	12/5/2018	4	90
TW C3	340	12/18/2014	AAC	TAXIWAY	P	0	9,377.00	12/5/2018	4	85
TW D	405	11/1/2018	AC	TAXIWAY	P	0	103,427.00	11/1/2018	0	100
TW D	410	1/1/2009	AAC	TAXIWAY	P	0	10,191.00	12/5/2018	9	83
TW D	415	1/1/2009	AC	TAXIWAY	P	0	27,000.00	12/5/2018	9	77
TW D	420	1/1/2009	AC	TAXIWAY	P	0	27,048.00	12/5/2018	9	91
TW D	425	11/1/2018	AAC	TAXIWAY	P	0	20,568.00	11/1/2018	0	100
TW D	435	6/1/2019	AC	TAXIWAY	P	0	9,377.00	6/1/2019	0	100
TW D	460	1/1/2018	AC	TAXIWAY	P	0	126,127.00	1/1/2018	0	100
TW D2	1105	12/25/1999	AC	TAXIWAY	P	0	9,886.00	12/5/2018	19	66
TW D2	1115	11/1/2018	AC	TAXIWAY	P	0	20,367.00	11/1/2018	0	100
TW D3	1110	12/25/1999	AC	TAXIWAY	P	0	14,000.00	12/5/2018	19	32

TW D3	1120	11/1/2018	AC	TAXIWAY	P	0	20,465.00	11/1/2018	0	100
TW D5	450	11/1/2018	AC	TAXIWAY	P	0	27,806.00	11/1/2018	0	100
TW E	505	1/1/2008	AC	TAXIWAY	P	0	46,109.00	12/5/2018	10	70
TW G	710	1/1/2009	AAC	TAXIWAY	P	0	10,337.00	12/5/2018	9	78
TW G	715	1/1/2009	AAC	TAXIWAY	P	0	6,318.00	12/5/2018	9	81
TW T	2005	1/1/2009	AAC	TAXIWAY	P	0	27,959.00	12/5/2018	9	75

Pavement Database: FDOT

NetworkId: AVO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4505	1/1/2003	AC	APRON	P	0	8,514.00	4/3/2017	14	59
AP NE	4205	1/1/1992	AC	APRON	P	0	3,000.00	4/3/2017	25	35
AP NE	4210	1/1/1969	AC	APRON	P	0	11,566.00	4/3/2017	48	50
AP NE	4215	1/1/2007	AC	APRON	P	0	60,357.00	4/3/2017	10	83
AP NW	4105	1/1/1990	AC	APRON	P	0	40,108.00	4/3/2017	27	47
AP S	4305	1/1/2000	AC	APRON	P	0	57,173.00	4/3/2017	17	30
AP SE	4405	1/1/2000	AC	APRON	P	0	71,243.00	4/3/2017	17	48
AP T-HANG	4605	1/1/2003	AC	TAXILANE	P	0	33,849.00	4/3/2017	14	64
RW 10-28	6205	12/1/2006	AAC	RUNWAY	S	0	220,324.00	4/3/2017	11	76
RW 10-28	6210	1/1/2001	AC	RUNWAY	S	0	18,827.00	4/3/2017	16	70
RW 10-28	6215	12/1/2006	AAC	RUNWAY	S	0	37,125.00	4/3/2017	11	71
RW 10-28	6220	12/1/2006	AAC	RUNWAY	S	0	2,625.00	4/3/2017	11	64
RW 5-23	6102	1/1/2001	AC	RUNWAY	P	0	108,750.00	4/3/2017	16	54
RW 5-23	6104	1/1/2001	AC	RUNWAY	P	0	134,350.00	4/3/2017	16	76
RW 5-23	6105	1/1/2001	AC	RUNWAY	P	0	215,625.00	4/3/2017	16	75
RW 5-23	6110	1/1/2001	AC	RUNWAY	P	0	78,675.00	4/3/2017	16	77
TW A	105	1/1/1975	AC	TAXIWAY	T	0	32,506.00	4/3/2017	42	53
TW A	110	1/1/1985	AC	TAXIWAY	P	0	15,090.00	4/3/2017	32	62
TW A	115	1/1/1960	AC	TAXIWAY	P	0	7,000.00	4/3/2017	57	47
TW A	120	1/1/1969	AC	TAXIWAY	P	0	22,435.00	4/3/2017	48	57
TW A	130	1/1/2000	AC	TAXIWAY	P	0	15,033.00	4/3/2017	17	80
TW A	135	1/1/1990	AC	TAXIWAY	P	0	32,265.00	4/3/2017	27	64
TW B	202	1/1/2001	AC	TAXIWAY	P	0	6,624.00	4/3/2017	16	76
TW B	205	1/1/1969	AAC	TAXIWAY	P	0	3,838.00	4/3/2017	48	48
TW C	305	1/1/1997	AC	TAXIWAY	P	0	10,629.00	4/3/2017	20	63
TW D	415	1/1/1985	AC	TAXIWAY	P	0	9,159.00	4/3/2017	32	56
TW E	502	1/1/1997	AC	TAXIWAY	P	0	61,155.00	4/3/2017	20	68
TW E	505	1/1/1985	AC	TAXIWAY	P	0	120,156.00	4/3/2017	32	67
TW F	405	1/1/1980	AAC	TAXIWAY	P	0	19,279.00	4/3/2017	37	40
TW F	407	1/1/2001	AAC	TAXIWAY	P	0	3,055.00	4/3/2017	16	61
TW H	605	1/1/2003	AC	TAXIWAY	P	0	28,704.00	4/3/2017	14	60

Pavement Database: FDOT

NetworkId: BOW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO	4405	1/1/2007	AC	APRON	P	0	83,163.00	3/6/2017	10	66
AP H TW A	5105	1/1/1942	AC	APRON	P	0	29,073.00	3/6/2017	75	26
AP N	4105	1/1/1990	AAC	APRON	P	0	24,590.00	3/6/2017	27	54
AP N	4107	2/1/2012	AAC	APRON	P	0	39,764.00	3/6/2017	5	86
AP N	4110	1/1/1942	PCC	APRON	P	0	254,768.00	3/6/2017	75	23
AP N	4112	1/1/2014	PCC	APRON	P	0	34,136.00	3/6/2017	3	96
AP N	4115	1/1/1990	AAC	APRON	P	0	30,089.00	3/6/2017	27	58
AP N	4120	1/1/1987	AAC	APRON	P	0	4,597.00	3/6/2017	30	63
AP N	4125	1/1/1990	AAC	APRON	P	0	23,419.00	3/6/2017	27	64
AP N	4127	1/1/1998	AC	APRON	P	0	6,397.00	3/6/2017	19	59
AP N	4130	1/1/1942	PCC	APRON	P	0	146,118.00	3/6/2017	75	64
AP N	4132	1/1/1942	PCC	APRON	P	0	17,250.00	3/6/2017	75	15
AP T-HANG	4210	1/1/2004	PCC	APRON	T	0	30,250.00	3/6/2017	13	69
RW 5-23	6305	1/1/2001	AAC	RUNWAY	P	0	30,000.00	3/6/2017	16	53
RW 5-23	6310	1/1/2001	AAC	RUNWAY	P	0	55,000.00	3/6/2017	16	49
RW 5-23	6315	1/1/2001	AAC	RUNWAY	P	0	353,620.00	3/6/2017	16	53
RW 5-23	6320	1/1/2006	AAC	RUNWAY	P	0	40,640.00	3/6/2017	11	78
RW 9L-27R	6105	1/1/2006	AAC	RUNWAY	P	0	30,000.00	3/6/2017	11	83
RW 9L-27R	6110	1/1/2006	AAC	RUNWAY	P	0	20,000.00	3/6/2017	11	87
RW 9L-27R	6115	1/1/2006	AAC	RUNWAY	P	0	440,000.00	3/6/2017	11	80
RW 9L-27R	6118	1/1/2006	AAC	RUNWAY	P	0	9,250.00	3/6/2017	11	73
RW 9L-27R	6120	1/1/2006	AAC	RUNWAY	P	0	170,750.00	3/6/2017	11	88
RW 9L-27R	6124	1/1/2006	AAC	RUNWAY	P	0	30,000.00	3/6/2017	11	78
RW 9L-27R	6125	1/1/2006	APC	RUNWAY	P	0	30,000.00	3/6/2017	11	82
RW 9L-27R	6130	1/1/2006	AAC	RUNWAY	P	0	20,000.00	3/6/2017	11	86
RW 9R-27L	6205	1/1/1942	AC	RUNWAY	S	0	350,236.00	3/6/2017	75	22
RW 9R-27L	6210	1/1/1942	AC	RUNWAY	S	0	175,118.00	3/6/2017	75	26
RW 9R-27L	6215	1/1/1942	PCC	RUNWAY	S	0	30,000.00	3/6/2017	75	76
RW 9R-27L	6220	1/1/1942	PCC	RUNWAY	S	0	15,000.00	3/6/2017	75	77
RW 9R-27L	6225	1/1/2001	AAC	RUNWAY	S	0	44,518.00	3/6/2017	16	69
RW 9R-27L	6230	1/1/2001	AAC	RUNWAY	S	0	22,390.00	3/6/2017	16	66
T-HANG	4205	1/1/2004	AC	TAXILANE	T	0	120,980.00	3/6/2017	13	47
T-HANG	4305	1/1/2004	AC	TAXILANE	T	0	28,752.00	3/6/2017	13	64
T-HANG	4310	9/1/2012	AC	TAXILANE	P	0	10,686.00	3/6/2017	5	89
TW A1	105	2/1/2012	AAC	TAXIWAY	P	0	93,327.00	3/6/2017	5	82
TW A2	110	2/1/2012	AAC	TAXIWAY	P	0	33,575.00	3/6/2017	5	86
TW A2	112	1/1/2003	AC	TAXIWAY	P	0	43,953.00	3/6/2017	14	69
TW A2	114	1/1/2006	AAC	TAXIWAY	P	0	6,638.00	3/6/2017	11	84
TW A3	115	1/1/1987	AAC	TAXIWAY	P	0	44,009.00	3/6/2017	30	41
TW C1	305	7/1/2009	AAC	TAXIWAY	P	0	18,037.00	3/6/2017	8	86
TW C2	310	1/1/1987	AAC	TAXIWAY	P	0	30,619.00	3/6/2017	30	56
TW C3	315	1/1/1987	AAC	TAXIWAY	P	0	41,491.00	3/6/2017	30	58
TW C3	320	1/1/1990	AAC	TAXIWAY	P	0	4,912.00	3/6/2017	27	38
TW D	405	7/1/2009	AAC	TAXIWAY	P	0	95,846.00	3/6/2017	8	81
TW D	407	7/1/2009	AAC	TAXIWAY	P	0	15,000.00	3/6/2017	8	83
TW D	410	6/1/2016	AC	TAXIWAY	P	0	72,003.00	6/1/2016	0	100
TW D	415	6/1/2016	AC	TAXIWAY	P	0	76,821.00	6/1/2016	0	100
TW D	420	1/1/2003	AC	TAXIWAY	P	0	81,983.00	3/6/2017	14	67
TW D	425	1/1/2003	AC	TAXIWAY	P	0	32,996.00	3/6/2017	14	69

TW F	605	1/1/2006	AAC	TAXIWAY	P	0	10,259.00	3/6/2017	11	76
TW F	610	1/1/1971	AAC	TAXIWAY	P	0	30,778.00	3/6/2017	46	42
TW F	615	1/1/2006	AAC	TAXIWAY	P	0	5,898.00	3/6/2017	11	65
TW F	620	2/1/2012	AAC	TAXIWAY	P	0	37,090.00	3/6/2017	5	88
TW G	705	1/1/1971	AAC	TAXIWAY	P	0	32,612.00	3/6/2017	46	39
TW G	710	1/1/1971	AAC	TAXIWAY	P	0	34,447.00	3/6/2017	46	23
TW H	802	2/1/2012	AAC	TAXIWAY	P	0	3,573.00	3/6/2017	5	84
TW H	805	2/1/2012	AAC	TAXIWAY	P	0	24,823.00	3/6/2017	5	90

Pavement Database: FDOT

NetworkId: CHN

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1991	AC	APRON	P	0	53,330.00	11/21/2016	25	65
AP	4205	1/1/2009	AC	APRON	P	0	44,603.00	11/21/2016	7	92
RW 18-36	6105	1/1/1991	AC	RUNWAY	P	0	300,300.00	11/21/2016	25	61
T-HANG N	240	7/31/2008	AC	TAXILANE	T	0	34,675.00	11/21/2016	8	92
T-HANG N	245	1/1/2014	AC	TAXILANE	P	0	28,742.00	11/21/2016	2	94
T-HANG W	210	1/1/1991	AC	TAXILANE	P	0	21,541.00	11/21/2016	25	59
T-HANG W	235	1/1/1996	AC	TAXILANE	P	0	20,235.00	11/21/2016	20	62
TW PARALL	105	1/1/1993	AC	TAXIWAY	P	0	11,017.00	11/21/2016	23	34
TW PARALL	110	1/1/1993	AC	TAXIWAY	P	0	11,150.00	11/21/2016	23	59
TW PARALL	115	1/1/1996	AC	TAXIWAY	P	0	41,469.00	11/21/2016	20	62
TW PARALL	120	1/1/1996	AC	TAXIWAY	P	0	59,150.00	11/21/2016	20	62
TW PARALL	125	1/1/1993	AC	TAXIWAY	P	0	31,012.00	11/21/2016	23	59
TW PARALL	160	1/1/1993	AC	TAXIWAY	P	0	9,278.00	11/21/2016	23	59
TW T-HANG	205	1/1/1991	AC	TAXIWAY	P	0	24,332.00	11/21/2016	25	55

Pavement Database: FDOT

NetworkId: FMY

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4505	1/1/2002	AC	APRON	P	0	58,570.00	11/14/2018	16	85
AP E	4515	1/1/2002	AC	APRON	P	0	13,907.00	11/14/2018	16	90
AP E	4520	1/1/2002	AC	APRON	P	0	72,634.00	11/14/2018	16	89
AP E	4525	1/1/2002	AC	APRON	P	0	71,383.00	11/14/2018	16	94
AP E	4530	1/1/2002	AC	APRON	P	0	27,056.00	11/14/2018	16	83
AP HELI	4705	1/1/2007	AC	APRON	P	0	93,555.00	11/14/2018	11	87
AP N	4305	1/1/1998	AAC	APRON	P	0	331,560.00	11/14/2018	20	57
AP NW	5105	12/25/1999	AC	APRON	P	0	11,434.00	11/14/2018	19	66
AP S	4103	1/1/2017	AAC	APRON	P	0	10,944.00	1/1/2017	0	100
AP S	4105	1/1/1998	AAC	APRON	P	0	190,656.00	11/14/2018	20	69
AP S	4110	1/1/1998	AC	APRON	P	0	92,757.00	11/14/2018	20	77
AP S	4115	1/1/2003	AC	APRON	P	0	19,731.00	11/14/2018	15	73
AP S	4120	1/1/1998	AAC	APRON	P	0	131,633.00	11/14/2018	20	49
AP SE	4415	1/1/1998	AAC	APRON	P	0	172,279.00	11/14/2018	20	41
AP SE	4420	1/1/2006	AC	APRON	P	0	249,512.00	11/14/2018	12	78
AP SW	4205	1/1/1998	AC	APRON	P	0	118,829.00	11/14/2018	20	74
AP SW	4215	1/1/1966	AC	APRON	P	0	155,867.00	11/14/2018	52	48
AP SW	4220	1/1/1998	AC	APRON	P	0	49,071.00	11/14/2018	20	52
AP T-HANG	4605	1/1/2006	AC	APRON	P	0	169,083.00	11/14/2018	12	84
AP W	4805	1/1/2009	AC	APRON	S	0	545,226.00	11/14/2018	9	88
AP W	4818	1/1/2009	PCC	APRON	P	0	15,664.00	11/14/2018	9	92
RW 13-31	6205	1/1/2018	AAC	RUNWAY	P	0	476,075.00	1/1/2018	0	100
RW 13-31	6210	1/1/2018	AC	RUNWAY	P	0	238,758.00	1/1/2018	0	100
RW 5-23	6105	1/1/2017	AAC	RUNWAY	P	0	100,000.00	1/1/2017	0	100
RW 5-23	6110	1/1/2017	AAC	RUNWAY	P	0	50,000.00	1/1/2017	0	100
RW 5-23	6115	1/1/2017	AAC	RUNWAY	P	0	280,000.00	1/1/2017	0	100
RW 5-23	6120	1/1/2017	AAC	RUNWAY	P	0	140,000.00	1/1/2017	0	100
RW 5-23	6125	1/1/2017	AAC	RUNWAY	P	0	20,000.00	1/1/2017	0	100
RW 5-23	6130	1/1/2017	AAC	RUNWAY	P	0	10,000.00	1/1/2017	0	100
RW 5-23	6135	1/1/2017	AAC	RUNWAY	P	0	50,000.00	1/1/2017	0	100
RW 5-23	6140	1/1/2017	AAC	RUNWAY	P	0	25,000.00	1/1/2017	0	100
RW 5-23	6145	1/1/2017	AAC	RUNWAY	P	0	155,000.00	1/1/2017	0	100

RW 5-23	6150	1/1/2017	AAC	RUNWAY	P	0	77,500.00	1/1/2017	0	100
RW 5-23	6155	1/1/2017	AAC	RUNWAY	P	0	35,600.00	1/1/2017	0	100
RW 5-23	6160	1/1/2017	AAC	RUNWAY	P	0	17,800.00	1/1/2017	0	100
TW A	103	1/1/2017	AC	TAXIWAY	P	0	12,403.00	1/1/2017	0	100
TW A	105	1/1/2017	AAC	TAXIWAY	P	0	51,700.00	1/1/2017	0	100
TW A	107	1/1/2017	AC	TAXIWAY	P	0	12,878.00	1/1/2017	0	100
TW A	110	1/1/2018	AAC	TAXIWAY	P	0	6,623.00	1/1/2018	0	100
TW A	111	1/1/2017	AC	TAXIWAY	P	0	132,526.00	1/1/2017	0	100
TW A	112	1/1/2017	AC	TAXIWAY	P	0	8,688.00	1/1/2017	0	100
TW A	114	1/1/2017	AAC	TAXIWAY	P	0	73,900.00	1/1/2017	0	100
TW A	115	1/1/1991	AAC	TAXIWAY	P	0	17,123.00	11/14/2018	27	70
TW A1	123	1/1/2017	AC	TAXIWAY	P	0	20,509.00	1/1/2017	0	100
TW A2	125	1/1/2017	AC	TAXIWAY	P	0	20,237.00	1/1/2017	0	100
TW A3	145	1/1/2017	AC	TAXIWAY	P	0	41,023.00	1/1/2017	0	100
TW A3	150	1/1/1991	AAC	TAXIWAY	P	0	67,098.00	11/14/2018	27	61
TW A3	153	1/1/2018	AC	TAXIWAY	P	0	14,735.00	1/1/2018	0	100
TW A3	155	1/1/2017	AC	TAXIWAY	P	0	26,707.00	1/1/2017	0	100
TW A6	175	1/1/1991	AAC	TAXIWAY	P	0	4,324.00	11/14/2018	27	65
TW A6	178	1/1/2017	AAC	TAXIWAY	P	0	4,732.00	1/1/2017	0	100
TW A6	180	1/1/2017	AC	TAXIWAY	P	0	5,104.00	1/1/2017	0	100
TW A7	120	1/1/1991	AAC	TAXIWAY	P	0	28,228.00	11/14/2018	27	72
TW B	205	1/1/1977	AC	TAXIWAY	P	0	165,455.00	11/14/2018	41	65
TW B	206	1/1/2017	AC	TAXIWAY	P	0	20,559.00	1/1/2017	0	100
TW B	208	1/1/2017	AAC	TAXIWAY	P	0	10,050.00	1/1/2017	0	100
TW B	210	1/1/2017	AC	TAXIWAY	P	0	27,327.00	1/1/2017	0	100
TW B	270	1/1/1998	AC	TAXIWAY	P	0	2,906.00	11/14/2018	20	55
TW B1	207	1/1/1997	AC	TAXIWAY	P	0	19,766.00	11/14/2018	21	67
TW B2	220	1/1/2018	AC	TAXIWAY	P	0	11,346.00	1/1/2018	0	100
TW B3	260	1/1/2018	AC	TAXIWAY	P	0	11,346.00	1/1/2018	0	100
TW B3	275	1/1/1998	AC	TAXIWAY	P	0	59,219.00	11/14/2018	20	87
TW C	240	1/1/2017	AC	TAXIWAY	P	0	22,168.00	1/1/2017	0	100
TW C	245	1/1/2017	AC	TAXIWAY	P	0	121,801.00	1/1/2017	0	100
TW C	305	1/1/2007	AC	TAXIWAY	P	0	192,259.00	11/14/2018	11	82
TW C	306	1/1/2017	AC	TAXIWAY	P	0	24,962.00	1/1/2017	0	100
TW C1	310	1/1/2007	AC	TAXIWAY	P	0	29,730.00	11/14/2018	11	76
TW C2	320	1/1/2007	AC	TAXIWAY	P	0	42,197.00	11/14/2018	11	75
TW C2	520	1/1/2009	AC	TAXIWAY	P	0	42,571.00	11/14/2018	9	82
TW C3	525	1/1/2009	AC	TAXIWAY	P	0	23,833.00	11/14/2018	9	89
TW C5	330	1/1/2017	AC	TAXIWAY	P	0	26,412.00	1/1/2017	0	100
TW C6	335	1/1/2017	AAC	TAXIWAY	P	0	7,909.00	1/1/2017	0	100
TW C6	345	1/1/2017	AC	TAXIWAY	P	0	8,342.00	1/1/2017	0	100

TW C7	350	1/1/2017	AC	TAXIWAY	P	0	15,220.00	1/1/2017	0	100
TW C8	355	1/1/2017	AC	TAXIWAY	P	0	15,632.00	1/1/2017	0	100
TW C9	360	1/1/2017	AC	TAXIWAY	P	0	9,368.00	1/1/2017	0	100
TW D	134	1/1/2017	AC	TAXIWAY	P	0	31,481.00	1/1/2017	0	100
TW D	135	1/1/1998	AAC	TAXIWAY	P	0	23,750.00	11/14/2018	20	67
TW D	136	1/1/1998	AC	TAXIWAY	P	0	9,753.00	11/14/2018	20	61
TW D	137	1/1/1998	AAC	TAXIWAY	P	0	56,400.00	11/14/2018	20	70
TW D	140	1/1/1968	AC	TAXIWAY	P	0	24,471.00	11/14/2018	50	74
TW D	141	1/1/2018	AC	TAXIWAY	P	0	10,384.00	1/1/2018	0	100
TW D	143	1/1/1998	AC	TAXIWAY	P	0	9,551.00	11/14/2018	20	80
TW D2	160	1/1/1977	AAC	TAXIWAY	T	0	13,679.00	11/14/2018	41	29
TW E	147	1/1/2017	AC	TAXIWAY	P	0	22,529.00	1/1/2017	0	100
TW E	165	1/1/2017	AC	TAXIWAY	P	0	41,473.00	1/1/2017	0	100
TW E	265	1/1/1998	AC	TAXIWAY	P	0	8,453.00	11/14/2018	20	76
TW E	503	1/1/2018	AC	TAXIWAY	P	0	49,788.00	1/1/2018	0	100
TW E	510	1/1/2007	AC	TAXIWAY	P	0	48,402.00	11/14/2018	11	76
TW E	512	1/1/2007	AC	TAXIWAY	P	0	31,577.00	11/14/2018	11	75
TW E	535	1/1/2017	AC	TAXIWAY	P	0	28,366.00	1/1/2017	0	100
TW E2	505	1/1/2007	AC	TAXIWAY	P	0	10,252.00	11/14/2018	11	71
TW E2	530	1/1/2009	AC	TAXIWAY	P	0	10,056.00	11/14/2018	9	90

Pavement Database: FDOT

NetworkId: GIF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1986	AAC	APRON	P	0	161,696.00	3/8/2017	31	49
AP	4110	1/1/1990	AAC	APRON	P	0	174,018.00	3/8/2017	27	41
AP	4115	1/1/1960	AC	APRON	P	0	32,078.00	3/8/2017	57	35
AP	4120	1/1/1980	AC	APRON	P	0	49,139.00	3/8/2017	37	52
AP	4123	1/1/1997	AAC	APRON	P	0	17,601.00	3/8/2017	20	72
AP	4125	1/1/1980	AC	APRON	P	0	12,408.00	3/8/2017	37	15
AP HANG	4405	1/1/1995	AC	APRON	P	0	23,666.00	3/8/2017	22	47
AP N	4505	1/1/2011	AC	APRON	P	0	188,239.00	3/8/2017	6	82
AP RW11-29	5105	1/1/1997	AAC	APRON	P	0	11,639.00	3/8/2017	20	50
AP RW11-29	5110	1/1/1997	AAC	APRON	P	0	11,131.00	3/8/2017	20	50
AP T-HANG	4205	1/1/1984	AC	APRON	P	0	159,635.00	3/8/2017	33	55
AP T-HANG	4210	1/1/2009	AC	APRON	P	0	13,307.00	3/8/2017	8	87
AP T-HANG	4305	1/1/1984	AC	APRON	P	0	43,314.00	3/8/2017	33	57
AP T-HANG	4310	1/1/1984	AC	APRON	P	0	19,911.00	3/8/2017	33	40
AP W	4705	1/1/1965	AC	APRON	P	0	37,020.00	3/8/2017	52	12
RW 11-29	6205	1/1/1997	AAC	RUNWAY	S	0	367,600.00	3/8/2017	20	65
RW 11-29	6210	1/1/2010	AAC	RUNWAY	S	0	22,301.00	3/8/2017	7	86
RW 5-23	6105	1/1/2010	AAC	RUNWAY	P	0	182,500.00	3/8/2017	7	81
RW 5-23	6110	1/1/2010	AAC	RUNWAY	P	0	182,500.00	3/8/2017	7	88
RW 5-23	6115	1/1/2010	AAC	RUNWAY	P	0	50,300.00	3/8/2017	7	85
RW 5-23	6117	1/1/2010	AC	RUNWAY	P	0	50,300.00	3/8/2017	7	89
RW 5-23	6120	1/1/2010	AAC	RUNWAY	P	0	17,500.00	3/8/2017	7	82
RW 5-23	6122	1/1/2010	AC	RUNWAY	P	0	17,500.00	3/8/2017	7	87
TW A	110	1/1/1997	AAC	TAXIWAY	P	0	62,789.00	3/8/2017	20	63
TW A	115	1/1/1997	AC	TAXIWAY	P	0	2,744.00	3/8/2017	20	37
TW A	320	1/1/2002	AC	TAXIWAY	P	0	23,750.00	3/8/2017	15	51
TW A	405	1/1/1997	AAC	TAXIWAY	P	0	7,000.00	3/8/2017	20	51
TW A	410	1/1/1960	AAC	TAXIWAY	P	0	43,255.00	3/8/2017	57	32
TW A	417	1/1/1997	AAC	TAXIWAY	P	0	10,400.00	3/8/2017	20	58
TW A2	105	1/1/1984	AC	TAXIWAY	P	0	8,491.00	3/8/2017	33	55
TW B	205	1/1/1985	AC	TAXIWAY	P	0	40,742.00	3/8/2017	32	36
TW B	210	1/1/1991	AC	TAXIWAY	P	0	48,281.00	3/8/2017	26	64
TW B	212	1/1/2010	AAC	TAXIWAY	P	0	2,283.00	3/8/2017	7	87
TW B	215	1/1/1985	AC	TAXIWAY	P	0	68,940.00	3/8/2017	32	33
TW B	225	1/1/2004	AAC	TAXIWAY	P	0	28,746.00	3/8/2017	13	87
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	12,000.00	3/8/2017	7	86
TW B	270	1/1/1997	AAC	TAXIWAY	P	0	13,236.00	3/8/2017	20	62
TW B	275	1/1/2010	AAC	TAXIWAY	P	0	2,301.00	3/8/2017	7	83
TW B1	240	1/1/2004	AAC	TAXIWAY	P	0	10,879.00	3/8/2017	13	71
TW B1	245	1/1/2010	AAC	TAXIWAY	P	0	3,235.00	3/8/2017	7	92
TW B2	250	1/1/1985	AC	TAXIWAY	P	0	8,852.00	3/8/2017	32	41
TW B2	255	1/1/2010	AAC	TAXIWAY	P	0	2,494.00	3/8/2017	7	89
TW B2	310	1/1/1970	AAC	TAXIWAY	P	0	3,077.00	3/8/2017	47	31
TW B2	315	1/1/1985	AC	TAXIWAY	P	0	3,386.00	3/8/2017	32	28
TW B3	258	1/1/1997	AAC	TAXIWAY	P	0	2,948.00	3/8/2017	20	73
TW B3	260	1/1/1997	AAC	TAXIWAY	P	0	12,078.00	3/8/2017	20	56
TW C	330	1/9/1998	AC	TAXIWAY	P	0	38,971.00	3/8/2017	19	77
TW C3	305	1/1/1960	AAC	TAXIWAY	P	0	22,138.00	3/8/2017	57	60
TW C3	307	1/1/2010	AAC	TAXIWAY	P	0	2,704.00	3/8/2017	7	90

TW D	420	1/9/1998	AC	TAXIWAY	P	0	31,033.00	3/8/2017	19	64
TW F	605	1/1/2009	AC	TAXIWAY	P	0	51,882.00	3/8/2017	8	78
TW F1	610	1/1/2009	AC	TAXIWAY	P	0	7,988.00	3/8/2017	8	85
TW F1	612	1/1/2010	AAC	TAXIWAY	P	0	2,702.00	3/8/2017	7	86
TW F2	615	1/1/2009	AC	TAXIWAY	P	0	7,725.00	3/8/2017	8	89
TW F2	617	1/1/2010	AAC	TAXIWAY	P	0	4,418.00	3/8/2017	7	92
TW HANG	4605	1/1/1965	AC	TAXIWAY	P	0	9,405.00	3/8/2017	52	15

Pavement Database: FDOT

NetworkId: IMM

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HANG	4405	1/1/1998	AC	APRON	P	0	46,919.00	3/14/2017	19	83
AP RU RW27	5105	11/1/2014	AC	APRON	T	0	25,727.00	3/14/2017	3	94
AP RU RW36	4305	1/1/1998	AC	APRON	P	0	9,779.00	3/14/2017	19	77
AP RU RW36	4310	1/1/2001	AC	APRON	P	0	6,046.00	3/14/2017	16	70
AP RU RW36	4315	1/1/2002	AC	APRON	T	0	18,864.00	3/14/2017	15	88
AP RU RW9	5205	11/1/2014	AC	APRON	T	0	31,086.00	3/14/2017	3	94
AP S	4205	1/1/1997	AC	APRON	P	0	29,873.00	3/14/2017	20	78
AP S	4210	1/1/1998	AC	APRON	P	0	54,026.00	3/14/2017	19	76
AP S	4215	7/31/2007	AC	APRON	P	0	48,256.00	3/14/2017	10	87
AP S	4220	7/31/2007	AC	APRON	P	0	29,117.00	3/14/2017	10	92
CROP AP	4105	1/1/1987	AC	APRON	P	0	10,000.00	3/14/2017	30	33
RW 18-36	6105	1/1/1942	PCC	RUNWAY	P	0	30,000.00	3/14/2017	75	28
RW 18-36	6110	1/1/1942	PCC	RUNWAY	P	0	15,000.00	3/14/2017	75	29
RW 18-36	6115	1/1/1942	AC	RUNWAY	P	0	406,752.00	3/14/2017	75	24
RW 18-36	6120	1/1/1942	AC	RUNWAY	P	0	206,705.00	3/14/2017	75	28
RW 4-22	6305	1/1/1942	PCC	RUNWAY	S	0	16,098.00	3/14/2017	75	34
RW 4-22	6310	1/1/1942	PCC	RUNWAY	S	0	34,357.00	3/14/2017	75	33
RW 9-27	6235	11/1/2014	AC	RUNWAY	P	0	500,000.00	3/14/2017	3	94
TW A	205	1/1/1942	AC	TAXIWAY	P	0	222,150.00	3/14/2017	75	25
TW A	207	11/1/2014	AC	TAXIWAY	P	0	16,854.00	3/14/2017	3	94
TW A1	210	1/1/1942	AC	TAXIWAY	P	0	23,396.00	3/14/2017	75	20
TW A2	225	11/1/2014	AC	TAXIWAY	P	0	25,177.00	3/14/2017	3	94
TW A2	230	11/1/2014	AC	TAXIWAY	P	0	22,664.00	3/14/2017	3	94
TW B	105	11/1/2014	AC	TAXIWAY	P	0	75,000.00	3/14/2017	3	94
TW B	110	1/1/1942	AC	TAXIWAY	P	0	101,170.00	3/14/2017	75	25
TW B	120	11/1/2014	AC	TAXIWAY	P	0	12,050.00	3/14/2017	3	92
TW B	125	11/1/2014	AC	TAXIWAY	P	0	65,249.00	3/14/2017	3	93
TW B1	415	11/1/2014	AC	TAXIWAY	P	0	39,812.00	3/14/2017	3	91
TW B2	420	11/1/2014	AC	TAXIWAY	P	0	45,468.00	3/14/2017	3	94
TW B3	425	11/1/2014	AC	TAXIWAY	P	0	21,549.00	3/14/2017	3	91
TW C	310	1/1/1998	AC	TAXIWAY	S	0	52,883.00	3/14/2017	19	81
TW C	315	1/1/2007	AC	TAXIWAY	S	0	73,566.00	3/14/2017	10	83
TW TO AP	305	1/1/1987	AC	TAXIWAY	T	0	33,633.00	3/14/2017	30	61

Pavement Database: FDOT

NetworkId: LAL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4705	1/1/2014	AAC	APRON	P	0	211,428.00	1/7/2019	5	83
AP CENTER	4710	1/1/2014	AAC	APRON	P	0	47,426.00	1/7/2019	5	90
AP CENTER	4715	1/1/2014	AC	APRON	P	0	27,737.00	1/7/2019	5	87
AP CENTER	4720	1/1/2014	AAC	APRON	P	0	13,260.00	1/7/2019	5	89
AP CENTER	4725	3/1/2014	AC	APRON	P	0	20,517.00	1/7/2019	5	89
AP CENTER	4730	1/1/2017	AAC	APRON	P	0	33,280.00	1/1/2017	0	100
AP CENTER	4735	1/1/2017	AC	APRON	P	0	34,184.00	1/1/2017	0	100
AP N	225	1/1/2015	AAC	APRON	P	0	25,000.00	1/7/2019	4	89
AP N	250	1/1/2015	AC	APRON	P	0	32,500.00	1/7/2019	4	89
AP N	4105	1/1/2015	AAC	APRON	P	0	80,200.00	1/7/2019	4	92
AP N	4115	1/1/2015	AC	APRON	P	0	139,017.00	1/7/2019	4	87
AP N	4123	1/1/2011	AC	APRON	P	0	82,949.00	1/7/2019	8	78
AP N	4125	6/1/2018	AC	APRON	P	0	80,609.00	6/1/2018	0	100
AP N	4140	12/25/1999	AC	APRON	P	0	127,950.00	1/7/2019	20	60
AP N	4145	1/1/2011	AC	APRON	P	0	39,944.00	1/7/2019	8	78
AP N	4150	1/1/2015	AAC	APRON	P	0	61,106.00	1/7/2019	4	85
AP NE	4215	12/25/1999	AC	APRON	P	0	10,562.00	1/7/2019	20	18
AP NW	4605	12/25/1999	AC	APRON	P	0	40,818.00	1/7/2019	20	65
AP NW	4610	12/25/1999	AC	APRON	P	0	9,949.00	1/7/2019	20	59
AP NW	4612	1/1/1944	PCC	APRON	P	0	8,809.00	1/7/2019	75	11
AP NW	4615	12/25/1999	PCC	APRON	P	0	33,325.00	1/7/2019	20	15
AP NW	4620	12/25/1999	PCC	APRON	P	0	18,190.00	1/7/2019	20	31
AP NW	4625	12/25/1999	AC	APRON	P	0	26,470.00	1/7/2019	20	70
AP NW	4630	12/25/1999	PCC	APRON	P	0	1,780.00	1/7/2019	20	62
AP NW	4640	1/1/2015	AAC	APRON	P	0	124,349.00	1/7/2019	4	91
AP NW	4645	12/25/1999	AC	APRON	P	0	6,608.00	1/7/2019	20	49
AP NW	4650	12/25/2002	PCC	APRON	P	0	2,273.00	1/7/2019	17	86
AP NW	4655	12/25/2010	PCC	APRON	P	0	3,280.00	1/7/2019	9	85
AP NW	4660	1/1/2015	AAC	APRON	P	0	36,799.00	1/7/2019	4	92
AP NW	4665	1/1/2005	AC	APRON	P	0	18,572.00	1/7/2019	14	72
AP NW	4670	1/1/2018	AC	APRON	P	0	18,608.00	1/1/2018	0	100
AP RU SW	5105	12/25/1999	AC	APRON	P	0	7,735.00	1/7/2019	20	41
AP S	4510	1/1/2015	AC	APRON	P	0	304,107.00	1/7/2019	4	71
AP SE	4307	1/1/1944	PCC	APRON	P	0	5,199.00	1/7/2019	75	29
AP SE	4310	1/1/2005	AAC	APRON	P	0	139,322.00	1/7/2019	14	76
AP SE	4312	5/1/2017	AC	APRON	P	0	13,417.00	5/1/2017	0	100
AP SE	4315	5/1/2017	AC	APRON	P	0	189,950.00	5/1/2017	0	100
AP SE	4320	1/1/2016	AC	APRON	P	0	65,522.00	1/1/2016	0	100
AP SE	4325	1/1/2016	PCC	APRON	P	0	3,000.00	1/1/2016	0	100
AP SW	4405	12/25/1999	AC	APRON	P	0	12,763.00	1/7/2019	20	34
AP SW	4407	1/1/1944	PCC	APRON	P	0	38,471.00	1/7/2019	75	22
AP SW	4410	12/25/1999	AC	APRON	P	0	14,742.00	1/7/2019	20	14
AP SW	905	1/1/1992	AC	APRON	T	0	105,514.00	1/7/2019	27	52
AP SW	915	12/25/1999	AC	APRON	P	0	11,499.00	1/7/2019	20	15
AP SW	917	1/1/1944	PCC	APRON	P	0	4,533.00	1/7/2019	75	9
AP SW	920	12/25/1999	AC	APRON	P	0	4,963.00	1/7/2019	20	54
AP SW	922	1/1/1944	PCC	APRON	P	0	4,572.00	1/7/2019	75	6
AP SW	925	12/25/1999	AC	APRON	P	0	14,432.00	1/7/2019	20	38
AP SW	927	1/1/1944	PCC	APRON	P	0	4,824.00	1/7/2019	75	19
RW 5-23	6215	1/1/2005	AC	RUNWAY	P	0	252,500.00	1/7/2019	14	66
RW 5-23	6220	1/1/2005	AC	RUNWAY	P	0	126,250.00	1/7/2019	14	71

RW 5-23	6245	1/1/2005	AC	RUNWAY	P	0	166,242.00	1/7/2019	14	67
RW 5-23	6250	1/1/2005	AC	RUNWAY	P	0	83,118.00	1/7/2019	14	66
RW 5-23	6255	1/1/2000	AC	RUNWAY	P	0	39,564.00	1/7/2019	19	64
RW 5-23	6260	1/1/2000	AC	RUNWAY	P	0	19,782.00	1/7/2019	19	72
RW 5-23	6263	12/25/2015	AAC	RUNWAY	P	0	14,211.00	1/7/2019	4	91
RW 5-23	6265	7/10/2014	AAC	RUNWAY	P	0	11,510.00	1/7/2019	5	70
RW 5-23	6270	7/10/2014	AAC	RUNWAY	P	0	5,755.00	1/7/2019	5	92
RW 9-27	6105	7/10/2014	AC	RUNWAY	T	0	250,000.00	1/7/2019	5	86
RW 9-27	6110	7/10/2014	AC	RUNWAY	P	0	125,000.00	1/7/2019	5	93
RW 9-27	6115	1/1/2000	AC	RUNWAY	P	0	100,000.00	1/7/2019	19	66
RW 9-27	6125	1/1/2000	AC	RUNWAY	P	0	50,000.00	1/7/2019	19	76
RW 9-27	6130	1/1/2000	AC	RUNWAY	P	0	30,000.00	1/7/2019	19	65
RW 9-27	6135	1/1/2000	AC	RUNWAY	P	0	15,000.00	1/7/2019	19	75
RW 9-27	6140	1/1/2000	AC	RUNWAY	P	0	7,292.00	1/7/2019	19	75
RW 9-27	6145	1/1/2000	AC	RUNWAY	P	0	175,750.00	1/7/2019	19	78
RW 9-27	6150	1/1/2000	AC	RUNWAY	P	0	370,833.00	1/7/2019	19	66
RW 9-27	6155	1/1/2000	AC	RUNWAY	P	0	14,167.00	1/7/2019	19	64
RW 9-27	6160	1/1/2000	AC	RUNWAY	P	0	9,457.00	1/7/2019	19	64
RW 9-27	6165	1/1/2014	AAC	RUNWAY	P	0	40,000.00	1/7/2019	5	90
RW 9-27	6170	1/1/2014	AAC	RUNWAY	P	0	20,000.00	1/7/2019	5	91
RW 9-27	6175	7/10/2014	AAC	RUNWAY	P	0	27,450.00	1/7/2019	5	89
RW 9-27	6180	7/10/2014	AAC	RUNWAY	P	0	11,250.00	1/7/2019	5	66
RW 9-27	6182	12/25/2015	AAC	RUNWAY	P	0	28,800.00	1/7/2019	4	90
TW A	105	1/1/2018	AAC	TAXIWAY	T	0	130,355.00	1/1/2018	0	100
TW A	110	1/1/2018	AAC	TAXIWAY	P	0	54,893.00	1/1/2018	0	100
TW A	130	1/1/2018	AAC	TAXIWAY	P	0	296,484.00	1/1/2018	0	100
TW A	131	1/1/2018	AAC	TAXIWAY	P	0	57,957.00	1/1/2018	0	100
TW A	150	1/1/2000	AC	TAXIWAY	P	0	107,625.00	1/7/2019	19	65
TW A	151	1/1/2000	AC	TAXIWAY	P	0	10,105.00	1/7/2019	19	68
TW A1	103	1/1/2018	AAC	TAXIWAY	P	0	39,490.00	1/1/2018	0	100
TW A2	113	7/10/2014	AC	TAXIWAY	P	0	3,120.00	1/7/2019	5	89
TW A2	115	1/1/1993	AC	TAXIWAY	P	0	17,011.00	1/7/2019	26	63
TW A3	120	1/1/1993	AC	TAXIWAY	P	0	20,210.00	1/7/2019	26	70
TW A4	133	1/1/2018	AAC	TAXIWAY	P	0	23,151.00	1/1/2018	0	100
TW A5	155	1/1/1999	AC	TAXIWAY	P	0	57,635.00	1/7/2019	20	70
TW B	205	1/1/2018	AAC	TAXIWAY	T	0	46,473.00	1/1/2018	0	100
TW B	207	1/1/2018	AAC	TAXIWAY	P	0	22,787.00	1/1/2018	0	100
TW B	210	1/1/2003	AC	TAXIWAY	P	0	164,555.00	1/7/2019	16	71
TW B	215	1/1/2013	AC	TAXIWAY	P	0	158,909.00	1/7/2019	6	90
TW B1	217	1/1/2013	AC	TAXIWAY	P	0	19,804.00	1/7/2019	6	90
TW B2	209	1/1/2003	AC	TAXIWAY	P	0	28,288.00	1/7/2019	16	72
TW B3	230	1/1/2019	AAC	TAXIWAY	P	0	11,810.00	1/1/2019	0	100
TW C	305	1/1/2000	AC	TAXIWAY	T	0	99,742.00	1/7/2019	19	68
TW C	307	1/1/2000	AC	TAXIWAY	P	0	33,901.00	1/7/2019	19	65
TW C	310	1/1/2004	AC	TAXIWAY	P	0	79,687.00	1/7/2019	15	80
TW D	403	1/1/2016	AC	TAXIWAY	P	0	113,058.00	1/1/2016	0	100
TW D	405	1/1/2016	AC	TAXIWAY	P	0	80,693.00	1/1/2016	0	100
TW D	410	1/1/2016	AC	TAXIWAY	P	0	53,031.00	1/1/2016	0	100
TW D	425	12/25/1999	AC	TAXIWAY	P	0	15,514.00	1/7/2019	20	57
TW D	430	12/25/1999	AC	TAXIWAY	P	0	6,072.00	1/7/2019	20	50
TW D	435	1/1/2016	AC	TAXIWAY	P	0	48,487.00	1/1/2016	0	100
TW D	440	1/1/2013	AAC	TAXIWAY	P	0	4,241.00	1/7/2019	6	88
TW E	503	1/1/2005	AC	TAXIWAY	P	0	8,591.00	1/7/2019	14	70
TW E	505	3/1/2014	AC	TAXIWAY	P	0	11,700.00	1/7/2019	5	79

TW E	510	1/1/1992	AC	TAXIWAY	P	0	139,573.00	1/7/2019	27	57
TW E	515	1/1/1962	AC	TAXIWAY	P	0	29,739.00	1/7/2019	57	33
TW E	520	1/1/1944	PCC	TAXIWAY	P	0	15,000.00	1/7/2019	75	39
TW E	523	1/1/2006	AC	TAXIWAY	P	0	3,900.00	1/7/2019	13	80
TW E	525	1/1/1964	AC	TAXIWAY	P	0	58,582.00	1/7/2019	55	47
TW E	526	1/1/2016	AAC	TAXIWAY	P	0	43,803.00	1/1/2016	0	100
TW E	540	12/25/1999	AC	TAXIWAY	P	0	11,282.00	1/7/2019	20	47
TW E	545	12/25/1999	AC	TAXIWAY	P	0	8,501.00	1/7/2019	20	52
TW E1	550	3/1/2014	AC	TAXIWAY	P	0	84,408.00	1/7/2019	5	90
TW F	615	1/1/1986	AC	TAXIWAY	P	0	38,505.00	1/7/2019	33	46
TW F	617	1/1/2016	AAC	TAXIWAY	P	0	4,131.00	1/1/2016	0	100
TW F	619	1/1/1944	PCC	TAXIWAY	P	0	4,591.00	1/7/2019	75	21
TW F	620	1/1/2019	AC	TAXIWAY	P	0	75,180.00	1/1/2019	0	100
TW G	1210	1/1/2017	AC	TAXIWAY	P	0	22,862.00	1/1/2017	0	100
TW G	1215	1/1/2017	AC	TAXIWAY	P	0	39,232.00	1/1/2017	0	100
TW G	1225	1/1/2017	AC	TAXIWAY	P	0	43,687.00	1/1/2017	0	100
TW G	625	1/1/2011	AC	TAXIWAY	P	0	17,219.00	1/7/2019	8	83
TW H	800	1/1/2017	AC	TAXIWAY	P	0	14,641.00	1/1/2017	0	100
TW H	805	12/25/1999	AC	TAXIWAY	P	0	96,842.00	1/7/2019	20	51
TW H	808	1/1/2018	AAC	TAXIWAY	P	0	6,347.00	1/1/2018	0	100
TW H	810	1/1/2011	AC	TAXIWAY	P	0	34,008.00	1/7/2019	8	85
TW H	820	12/25/1999	AC	TAXIWAY	P	0	8,990.00	1/7/2019	20	46
TW H	822	1/1/1944	PCC	TAXIWAY	P	0	4,846.00	1/7/2019	75	29
TW J	1103	1/1/2018	AAC	TAXIWAY	P	0	14,643.00	1/1/2018	0	100
TW J	1105	1/1/2011	AC	TAXIWAY	P	0	38,145.00	1/7/2019	8	79
TW J	245	12/25/1999	AC	TAXIWAY	P	0	34,168.00	1/7/2019	20	56
TW K	238	1/1/2003	AC	TAXIWAY	P	0	18,088.00	1/7/2019	16	70
TW K	240	12/25/1999	AC	TAXIWAY	P	0	35,856.00	1/7/2019	20	51
TW M	1305	1/1/2018	AC	TAXIWAY	P	0	69,327.00	1/1/2018	0	100
TW P	1605	1/1/2008	AAC	TAXIWAY	P	0	186,786.00	1/7/2019	11	70
TW P1	1601	7/10/2014	AC	TAXIWAY	P	0	5,991.00	1/7/2019	5	91
TW P1	1603	1/1/2008	AAC	TAXIWAY	P	0	62,154.00	1/7/2019	11	71
TW P2	1608	7/10/2014	AC	TAXIWAY	P	0	3,101.00	1/7/2019	5	90
TW P2	1610	1/1/2008	AAC	TAXIWAY	P	0	26,579.00	1/7/2019	11	65

*Pavement Database: FDOT**NetworkId: MKY*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4205	10/1/2014	AC	APRON	P	0	209,077.00	3/13/2017	3	94
AP N	4210	1/1/2010	AC	APRON	P	0	42,455.00	3/13/2017	7	92
AP NW	4105	1/1/1996	AC	APRON	P	0	12,198.00	3/13/2017	21	76
AP NW	4110	1/11/2012	AAC	APRON	P	0	14,881.00	3/13/2017	5	92
AP NW	4115	1/11/2012	AAC	APRON	P	0	13,114.00	3/13/2017	5	94
AP NW	4120	1/11/2012	AC	APRON	S	0	167,162.00	3/13/2017	5	92
RW 17-35	6105	10/1/2014	AC	RUNWAY	P	0	500,000.00	3/13/2017	3	94
TW A	105	1/11/2012	AAC	TAXIWAY	P	0	14,884.00	3/13/2017	5	82
TW A	107	10/1/2014	AAC	TAXIWAY	P	0	3,172.00	3/13/2017	3	94
TW A	110	1/11/2012	AC	TAXIWAY	P	0	133,080.00	3/13/2017	5	94
TW B	205	10/1/2014	AC	TAXIWAY	P	0	3,882.00	3/13/2017	3	94
TW C	305	1/11/2012	AC	TAXIWAY	S	0	5,198.00	3/13/2017	5	94
TW C	310	10/1/2014	AAC	TAXIWAY	S	0	4,298.00	3/13/2017	3	94
TW D	405	1/11/2012	AC	TAXIWAY	S	0	5,198.00	3/13/2017	5	94
TW D	410	10/1/2014	AAC	TAXIWAY	S	0	4,298.00	3/13/2017	3	94

*Pavement Database: FDOT**NetworkId: OBE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	12/31/2007	AAC	APRON	P	0	139,680.00	4/6/2017	10	79
AP	4110	12/31/2007	AAC	APRON	P	0	53,454.00	4/6/2017	10	65
RW 14-32	6205	1/1/2003	AAC	RUNWAY	S	0	281,325.00	4/6/2017	14	56
RW 14-32	6210	3/15/2011	AAC	RUNWAY	S	0	11,325.00	4/6/2017	6	92
RW 5-23	6105	7/31/2008	AAC	RUNWAY	T	0	250,000.00	4/6/2017	9	71
RW 5-23	6107	7/31/2008	AAC	RUNWAY	T	0	250,000.00	4/6/2017	9	85
T-HANG	4205	12/25/1999	AC	TAXILANE	P	0	17,395.00	4/6/2017	18	65
TW A	105	3/15/2011	AAC	TAXIWAY	P	0	75,503.00	4/6/2017	6	85
TW A	110	3/15/2011	AAC	TAXIWAY	P	0	104,973.00	4/6/2017	6	87
TW A	115	1/1/1998	AAC	TAXIWAY	P	0	2,137.00	4/6/2017	19	67
TW A	130	1/1/1998	AC	TAXIWAY	T	0	1,391.00	4/6/2017	19	40
TW A2	117	3/15/2011	AAC	TAXIWAY	P	0	17,464.00	4/6/2017	6	90
TW A3	120	3/15/2011	AAC	TAXIWAY	P	0	17,791.00	4/6/2017	6	88
TW B	205	1/1/1991	AAC	TAXIWAY	P	0	151,420.00	4/6/2017	26	52
TW B	210	3/15/2011	AAC	TAXIWAY	P	0	9,422.00	4/6/2017	6	89
TW C	305	3/15/2011	AAC	TAXIWAY	P	0	31,940.00	4/6/2017	6	88
TW D	405	1/1/1991	AC	TAXIWAY	P	0	14,810.00	4/6/2017	26	64
TW D	410	3/15/2011	AAC	TAXIWAY	P	0	5,148.00	4/6/2017	6	87

Pavement Database: FDOT

NetworkId: PGD

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP MAIN	4205	1/1/2009	PCC	APRON	P	0	278,175.00	12/3/2018	9	87
AP MAIN	4206	1/1/2009	AC	APRON	P	0	194,550.00	12/3/2018	9	77
AP MAIN	4208	12/25/1995	PCC	APRON	P	0	10,625.00	12/3/2018	23	63
AP MAIN	4210	1/1/2007	AC	APRON	P	0	14,657.00	12/3/2018	11	88
AP MAIN	4215	1/1/2007	AC	APRON	P	0	32,858.00	12/3/2018	11	76
AP MAIN	4220	1/1/2009	AC	APRON	P	0	31,145.00	12/3/2018	9	80
AP MAIN	4225	7/2/2018	PCC	APRON	P	0	102,541.00	7/2/2018	0	100
AP MAIN	4230	7/2/2018	AC	APRON	P	0	30,430.00	7/2/2018	0	100
AP N	4305	12/25/1999	AC	APRON	P	0	221,433.00	12/3/2018	19	56
AP N	4320	12/25/1999	AC	APRON	P	0	98,202.00	12/3/2018	19	59
AP S	4105	1/1/1992	AC	APRON	P	0	192,015.00	12/3/2018	26	53
RW 15-33	6205	1/1/2002	AAC	RUNWAY	P	0	6,582.00	12/3/2018	16	65
RW 15-33	6210	1/1/2002	AAC	RUNWAY	P	0	494,128.00	12/3/2018	16	59
RW 15-33	6215	1/1/2002	AAC	RUNWAY	P	0	253,378.00	12/3/2018	16	68
RW 15-33	6220	1/1/2002	AC	RUNWAY	P	0	53,287.00	12/3/2018	16	66
RW 15-33	6225	1/1/2002	AC	RUNWAY	P	0	26,644.00	12/3/2018	16	83
RW 4-22	6105	1/1/2000	AAC	RUNWAY	T	0	520,000.00	12/3/2018	18	50
RW 4-22	6110	1/1/2000	AAC	RUNWAY	P	0	262,500.00	12/3/2018	18	77
RW 4-22	6115	1/1/2000	AAC	RUNWAY	P	0	149,200.00	12/3/2018	18	67
RW 4-22	6120	1/1/2000	AAC	RUNWAY	P	0	72,100.00	12/3/2018	18	78
RW 4-22	6125	1/1/2007	AC	RUNWAY	P	0	50,300.00	12/3/2018	11	58
RW 4-22	6130	1/1/2007	AC	RUNWAY	P	0	25,150.00	12/3/2018	11	82
RW 9-27	6305	1/1/2006	AC	RUNWAY	T	0	151,500.00	12/3/2018	12	60
RW 9-27	6310	1/1/2006	AC	RUNWAY	P	0	33,102.00	12/3/2018	12	86
TL T-HANG	4505	1/1/2006	AC	TAXILANE	P	0	79,013.00	12/3/2018	12	81
TW A	320	9/1/2016	AC	TAXIWAY	P	0	162,031.00	9/1/2016	0	100
TW A	330	1/1/2009	AAC	TAXIWAY	P	0	271,000.00	12/3/2018	9	50
TW A2	365	1/1/2009	AAC	TAXIWAY	T	0	38,414.00	12/3/2018	9	67
TW C	305	1/1/1993	AAC	TAXIWAY	T	0	48,969.00	12/3/2018	25	72
TW C	310	1/1/2009	AAC	TAXIWAY	P	0	158,559.00	12/3/2018	9	58
TW C	315	9/1/2016	AAC	TAXIWAY	P	0	23,546.00	9/1/2016	0	100
TW C	350	1/1/1993	AAC	TAXIWAY	P	0	3,675.00	12/3/2018	25	62
TW D	102	1/1/2002	AC	TAXIWAY	P	0	83,519.00	12/3/2018	16	36
TW D	115	1/1/1993	AAC	TAXIWAY	P	0	214,000.00	12/3/2018	25	35
TW D	120	1/1/1993	AAC	TAXIWAY	P	0	43,181.00	12/3/2018	25	58
TW D	155	1/1/1993	AAC	TAXIWAY	P	0	4,146.00	12/3/2018	25	64
TW D	160	1/1/1993	AAC	TAXIWAY	P	0	2,534.00	12/3/2018	25	78
TW D	172	1/1/1992	AC	TAXIWAY	P	0	3,508.00	12/3/2018	26	58
TW D	180	1/1/1993	AC	TAXIWAY	P	0	10,800.00	12/3/2018	25	77
TW D	195	1/1/1993	AC	TAXIWAY	P	0	3,304.00	12/3/2018	25	69
TW E	410	1/1/2006	AC	TAXIWAY	P	0	19,242.00	12/3/2018	12	78
TW E	415	1/1/2004	AC	TAXIWAY	P	0	70,611.00	12/3/2018	14	83
TW E1	450	1/1/2010	AC	TAXIWAY	P	0	7,748.00	12/3/2018	8	62
TW F	1105	12/25/1999	AC	TAXIWAY	P	0	50,341.00	12/3/2018	19	62
TW G	110	1/1/1993	AAC	TAXIWAY	P	0	34,930.00	12/3/2018	25	54
TW N T-HAN	215	1/1/1989	AC	TAXIWAY	P	0	6,938.00	12/3/2018	29	35
TW T-HANG	4405	1/1/1992	AC	TAXIWAY	P	0	22,295.00	12/3/2018	26	62
TW T-HANG	4410	1/1/1990	AC	TAXIWAY	P	0	15,629.00	12/3/2018	28	59
TW T-HANG	4415	12/25/1999	AC	TAXIWAY	P	0	7,080.00	12/3/2018	19	80

TW T-HANG	4420	1/1/1992	AC	TAXIWAY	T	0	45,846.00	12/3/2018	26	62
TW T-HANG	4425	1/1/1992	AC	TAXIWAY	P	0	27,208.00	12/3/2018	26	64
TW T-HANG	4430	1/1/2003	AC	TAXIWAY	P	0	14,668.00	12/3/2018	15	68

Pavement Database: FDOT

NetworkId: RSW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO	4105	1/1/2004	AAC	APRON	P	0	306,672.00	11/12/2018	14	67
AP CARGO	4110	1/1/1990	PCC	APRON	P	0	217,932.00	11/12/2018	28	42
AP CARGO	4115	1/1/2004	AAC	APRON	P	0	31,550.00	11/12/2018	14	76
AP CARGO	4120	1/1/1990	AC	APRON	P	0	64,065.00	11/12/2018	28	33
AP FBO	4205	1/1/1982	AC	APRON	P	0	306,945.00	11/12/2018	36	53
AP GA	4505	1/1/2000	AC	APRON	P	0	309,375.00	11/12/2018	18	66
AP N	4305	1/1/1993	AC	APRON	P	0	51,536.00	11/12/2018	25	45
AP N	4310	1/1/1981	AC	APRON	P	0	894,457.00	11/12/2018	37	62
AP N	4315	1/1/1981	PCC	APRON	P	0	335,066.00	11/12/2018	37	50
AP N	4320	1/1/1981	PCC	APRON	P	0	210,753.00	11/12/2018	37	25
AP N	4325	1/1/1993	AAC	APRON	P	0	9,799.00	11/12/2018	25	34
AP N	4330	1/1/1998	AC	APRON	P	0	104,168.00	11/12/2018	20	64
AP N	4335	1/1/1998	PCC	APRON	P	0	89,800.00	11/12/2018	20	79
AP N	4340	1/1/1998	PCC	APRON	P	0	115,483.00	11/12/2018	20	67
AP S	4405	1/1/2005	AC	APRON	P	0	273,648.00	11/12/2018	13	73
AP S	4410	1/1/2005	PCC	APRON	P	0	338,558.00	11/12/2018	13	85
AP S	4415	1/1/2005	AC	APRON	P	0	1,015,413.00	11/12/2018	13	73
AP S	4420	1/1/2005	PCC	APRON	P	0	316,440.00	11/12/2018	13	84
AP S	4425	1/1/2005	AC	APRON	P	0	282,885.00	11/12/2018	13	72
AP S	4430	1/1/2005	PCC	APRON	P	0	365,980.00	11/12/2018	13	80
RW 6-24	6104	1/1/2006	AAC	RUNWAY	P	0	300,000.00	11/12/2018	12	75
RW 6-24	6105	1/1/2006	AAC	RUNWAY	P	0	840,000.00	11/12/2018	12	69
RW 6-24	6106	1/1/2006	AAC	RUNWAY	P	0	240,000.00	11/12/2018	12	71
RW 6-24	6110	1/1/2006	AAC	RUNWAY	P	0	420,000.00	11/12/2018	12	76
TW A	104	1/1/2006	AAC	TAXIWAY	P	0	90,000.00	11/12/2018	12	72
TW A	105	1/1/2006	AAC	TAXIWAY	P	0	652,500.00	11/12/2018	12	79

TW A	106	1/1/2006	AAC	TAXIWAY	P	0	71,250.00	11/12/2018	12	60
TW A	108	1/1/2006	AAC	TAXIWAY	P	0	15,000.00	11/12/2018	12	82
TW A	109	1/1/2006	AAC	TAXIWAY	P	0	71,250.00	11/12/2018	12	50
TW A1	103	1/1/2006	AAC	TAXIWAY	P	0	41,214.00	11/12/2018	12	45
TW A10	107	1/1/2006	AAC	TAXIWAY	P	0	41,225.00	11/12/2018	12	57
TW A2	205	1/1/2006	AAC	TAXIWAY	P	0	6,253.00	11/12/2018	12	71
TW A2	210	1/1/2006	AAC	TAXIWAY	P	0	6,095.00	11/12/2018	12	68
TW A2	215	1/1/2006	AAC	TAXIWAY	P	0	20,920.00	11/12/2018	12	72
TW A2	216	1/1/2006	AAC	TAXIWAY	P	0	15,036.00	11/12/2018	12	64
TW A3	305	1/1/2004	AAC	TAXIWAY	P	0	52,363.00	11/12/2018	14	61
TW A3	310	1/1/2004	AAC	TAXIWAY	P	0	27,601.00	11/12/2018	14	75
TW A4	405	1/1/2006	AAC	TAXIWAY	P	0	41,112.00	11/12/2018	12	64
TW A4	415	1/1/2006	AAC	TAXIWAY	P	0	54,221.00	11/12/2018	12	65
TW A4	417	1/1/2004	AAC	TAXIWAY	P	0	32,475.00	11/12/2018	14	71
TW A4	420	1/1/2004	AAC	TAXIWAY	P	0	47,568.00	11/12/2018	14	65
TW A5	505	1/1/2006	AAC	TAXIWAY	P	0	32,212.00	11/12/2018	12	70
TW A5	510	1/1/2006	AAC	TAXIWAY	P	0	63,154.00	11/12/2018	12	66
TW A5	550	1/1/2006	AAC	TAXIWAY	P	0	3,572.00	11/12/2018	12	78
TW A5	555	1/1/1982	AC	TAXIWAY	P	0	26,463.00	11/12/2018	36	52
TW A6	605	1/1/2006	AAC	TAXIWAY	P	0	20,803.00	11/12/2018	12	61
TW A6	610	1/1/2006	AAC	TAXIWAY	P	0	11,779.00	11/12/2018	12	63
TW A6	615	1/1/2006	AAC	TAXIWAY	P	0	62,148.00	11/12/2018	12	69
TW A6	620	1/1/2006	AAC	TAXIWAY	P	0	10,268.00	11/12/2018	12	84
TW A6	625	1/1/2006	AAC	TAXIWAY	P	0	19,914.00	11/12/2018	12	74
TW A6	630	1/1/2006	AAC	TAXIWAY	P	0	51,095.00	11/12/2018	12	65
TW A7	705	1/1/2006	AAC	TAXIWAY	P	0	33,018.00	11/12/2018	12	64
TW A7	715	1/1/2006	AAC	TAXIWAY	P	0	62,592.00	11/12/2018	12	67
TW A7	720	1/1/2006	AAC	TAXIWAY	P	0	10,319.00	11/12/2018	12	80
TW A7	725	1/1/2006	AAC	TAXIWAY	P	0	18,985.00	11/12/2018	12	60

TW A7	730	1/1/2006	AAC	TAXIWAY	P	0	44,816.00	11/12/2018	12	61
TW A8	805	1/1/2006	AAC	TAXIWAY	P	0	42,625.00	11/12/2018	12	68
TW A8	815	1/1/2006	AAC	TAXIWAY	P	0	52,835.00	11/12/2018	12	77
TW A8	820	1/1/2006	AAC	TAXIWAY	P	0	10,268.00	11/12/2018	12	83
TW A8	825	1/1/2006	AAC	TAXIWAY	P	0	19,914.00	11/12/2018	12	71
TW A8	830	1/1/2006	AAC	TAXIWAY	P	0	51,041.00	11/12/2018	12	62
TW A9	905	1/1/2006	AAC	TAXIWAY	P	0	7,542.00	11/12/2018	12	75
TW A9	910	1/1/2006	AAC	TAXIWAY	P	0	33,294.00	11/12/2018	12	65
TW A9	912	1/1/2006	AAC	TAXIWAY	P	0	8,923.00	11/12/2018	12	80
TW F	250	1/1/2005	AC	TAXIWAY	P	0	239,045.00	11/12/2018	13	43
TW F	255	1/1/2005	AC	TAXIWAY	P	0	201,189.00	11/12/2018	13	58
TW F	260	1/1/2005	AC	TAXIWAY	P	0	487,698.00	11/12/2018	13	54
TW F1	240	1/1/2005	AC	TAXIWAY	P	0	48,083.00	11/12/2018	13	79
TW F2	425	1/1/2005	AC	TAXIWAY	T	0	75,802.00	11/12/2018	13	70
TW F3	520	1/1/2005	AC	TAXIWAY	P	0	80,129.00	11/12/2018	13	66
TW F4	525	1/1/2005	AC	TAXIWAY	P	0	74,713.00	11/12/2018	13	64
TW F5	650	1/1/2005	AC	TAXIWAY	P	0	53,885.00	11/12/2018	13	66
TW F6	655	1/1/2005	AC	TAXIWAY	P	0	72,076.00	11/12/2018	13	65
TW F7	750	1/1/2005	AC	TAXIWAY	P	0	59,387.00	11/12/2018	13	59
TW F8	950	1/1/2005	AC	TAXIWAY	P	0	65,943.00	11/12/2018	13	69
TW F9	270	1/1/2005	AC	TAXIWAY	P	0	48,514.00	11/12/2018	13	74
TW G	1205	1/1/2005	AC	TAXIWAY	P	0	90,091.00	11/12/2018	13	66
TW G	1210	1/1/2005	AC	TAXIWAY	P	0	173,181.00	11/12/2018	13	47
TW G1	430	1/1/2005	AC	TAXIWAY	P	0	73,615.00	11/12/2018	13	70
TW G2	530	1/1/2005	AC	TAXIWAY	P	0	70,650.00	11/12/2018	13	47
TW G3	1010	1/1/2014	AC	TAXIWAY	P	0	63,722.00	11/12/2018	4	85
TW G4	540	1/1/2005	AC	TAXIWAY	P	0	68,762.00	11/12/2018	13	73

TW G5	1030	1/1/2014	AC	TAXIWAY	P	0	41,880.00	11/12/2018	4	87
TW G5	1035	1/1/2014	AC	TAXIWAY	P	0	36,395.00	11/12/2018	4	84
TW G6	1040	1/1/2014	AC	TAXIWAY	P	0	42,233.00	11/12/2018	4	70
TW G6	1045	1/1/2014	AC	TAXIWAY	P	0	40,136.00	11/12/2018	4	89
TW H	1005	1/1/2014	AC	TAXIWAY	P	0	170,148.00	11/12/2018	4	89
TW H	1020	1/1/2014	AC	TAXIWAY	P	0	74,814.00	11/12/2018	4	87
TW J	535	1/1/2005	AC	TAXIWAY	P	0	247,210.00	11/12/2018	13	54
TW K	1025	1/1/2014	AC	TAXIWAY	P	0	183,737.00	11/12/2018	4	81
TW L	1015	1/1/2014	AC	TAXIWAY	P	0	271,686.00	11/12/2018	4	83

Pavement Database: FDOT

NetworkId: SEF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1942	PCC	APRON	P	0	954,796.00	4/5/2017	75	26
AP RU	415	1/1/2003	AC	APRON	P	0	33,540.00	4/5/2017	14	85
AP RU	5110	1/1/2001	AC	APRON	T	0	31,951.00	4/5/2017	16	70
AP T-HANG	4115	1/1/2007	AC	APRON	P	0	125,007.00	4/5/2017	10	72
AP T-HANG	4120	1/1/2007	AC	APRON	P	0	15,909.00	4/5/2017	10	79
AP T-HANG	4125	1/1/2007	AC	APRON	P	0	29,215.00	4/5/2017	10	71
RW 01-19	6105	1/1/2013	AC	RUNWAY	P	0	527,744.00	4/5/2017	4	93
RW 14-32	6205	1/1/2010	AC	RUNWAY	S	0	479,927.00	4/5/2017	7	78
TW A	405	1/1/2001	AC	TAXIWAY	P	0	191,244.00	4/5/2017	16	83
TW A	420	1/1/2003	AC	TAXIWAY	P	0	55,719.00	4/5/2017	14	84
TW A	422	1/1/2010	AAC	TAXIWAY	P	0	26,514.00	4/5/2017	7	85
TW A1	605	1/1/2001	AAC	TAXIWAY	P	0	11,502.00	4/5/2017	16	76
TW A1	610	1/1/2013	AAC	TAXIWAY	P	0	13,223.00	4/5/2017	4	94
TW A2	105	1/1/2013	APC	TAXIWAY	P	0	19,296.00	4/5/2017	4	94
TW A2	110	1/1/1987	APC	TAXIWAY	P	0	24,061.00	4/5/2017	30	77
TW A2	115	1/1/1987	APC	TAXIWAY	P	0	3,298.00	4/5/2017	30	37
TW A3	205	1/1/1987	APC	TAXIWAY	P	0	25,673.00	4/5/2017	30	83
TW A3	210	1/1/2013	APC	TAXIWAY	P	0	16,931.00	4/5/2017	4	90
TW A3	215	1/1/1987	APC	TAXIWAY	P	0	2,587.00	4/5/2017	30	41
TW A4	320	1/1/2003	AC	TAXIWAY	P	0	9,745.00	4/5/2017	14	80
TW A4	325	1/1/2013	AAC	TAXIWAY	P	0	15,390.00	4/5/2017	4	91
TW C	305	1/1/2010	AC	TAXIWAY	P	0	35,167.00	4/5/2017	7	75
TW C	315	1/1/2010	AC	TAXIWAY	P	0	30,239.00	4/5/2017	7	89
TW T-HANG	505	1/1/1995	AC	TAXILANE	P	0	34,611.00	4/5/2017	22	49

Pavement Database: FDOT

NetworkId: SRQ

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4210	12/25/1994	PCC	APRON	P	0	3,900.00	10/22/2018	24	26
AP TERM	4105	1/1/1989	PCC	APRON	P	0	685,188.00	10/22/2018	29	97
AP TERM	4110	1/1/1983	PCC	APRON	P	0	422,965.00	10/22/2018	35	96
AP TERM	4115	1/1/1989	PCC	APRON	P	0	35,200.00	10/22/2018	29	100
AP TERM	4120	1/1/1989	PCC	APRON	P	0	70,800.00	10/22/2018	29	88
AP TERM	4125	1/1/1989	PCC	APRON	P	0	45,080.00	10/22/2018	29	88
AP TERM	4130	1/1/1984	PCC	APRON	P	0	368,000.00	10/22/2018	34	98
AP W	4610	12/25/1998	PCC	APRON	P	0	6,650.00	10/22/2018	20	94
RW 14-32	6102	1/1/2001	AC	RUNWAY	P	0	115,000.00	10/22/2018	17	83
RW 14-32	6105	1/1/2007	AAC	RUNWAY	P	0	100,000.00	10/22/2018	11	84
RW 14-32	6108	1/1/2001	AC	RUNWAY	P	0	57,500.00	10/22/2018	17	82
RW 14-32	6110	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	81
RW 14-32	6115	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	86
RW 14-32	6120	1/1/2007	AAC	RUNWAY	P	0	25,000.00	10/22/2018	11	82
RW 14-32	6125	1/1/2007	AAC	RUNWAY	P	0	400,500.00	10/22/2018	11	85
RW 14-32	6130	1/1/2007	AAC	RUNWAY	P	0	200,250.00	10/22/2018	11	82
RW 14-32	6135	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	87
RW 14-32	6140	1/1/2007	AAC	RUNWAY	P	0	25,000.00	10/22/2018	11	86
RW 14-32	6145	1/1/2007	AAC	RUNWAY	P	0	100,000.00	10/22/2018	11	86
RW 14-32	6150	1/1/2007	AAC	RUNWAY	P	0	50,000.00	10/22/2018	11	88
RW 14-32	6155	1/1/2001	AC	RUNWAY	P	0	134,500.00	10/22/2018	17	89
RW 14-32	6160	1/1/2001	AC	RUNWAY	P	0	67,250.00	10/22/2018	17	93
RW 4-22	6205	1/1/2010	AAC	RUNWAY	P	0	485,831.00	10/22/2018	8	88
RW 4-22	6210	1/1/2010	AAC	RUNWAY	P	0	242,915.00	10/22/2018	8	88
TL AP W	4605	12/25/1998	AC	TAXILANE	T	0	100,722.00	10/22/2018	20	91
TL NE	3005	12/25/2006	AC	TAXILANE	P	0	55,325.00	10/22/2018	12	94

TL NE	3010	12/25/2003	AAC	TAXILANE	P	0	43,681.00	10/22/2018	15	79
TL NE	3015	6/1/2018	AC	TAXILANE	P	0	12,142.00	6/1/2018	0	100
TL NE	3020	12/25/1998	AC	TAXILANE	P	0	46,100.00	10/22/2018	20	82
TW A	103	1/1/2001	AC	TAXIWAY	P	0	110,514.00	10/22/2018	17	71
TW A	105	1/1/2010	AAC	TAXIWAY	P	0	123,186.00	10/22/2018	8	74
TW A	110	1/1/2010	AAC	TAXIWAY	P	0	119,270.00	10/22/2018	8	78
TW A	115	1/1/2010	AAC	TAXIWAY	P	0	20,371.00	10/22/2018	8	80
TW A	120	1/1/2010	AAC	TAXIWAY	P	0	193,796.00	10/22/2018	8	79
TW A	125	1/1/2010	AAC	TAXIWAY	P	0	102,225.00	10/22/2018	8	77
TW A	126	1/1/2001	AC	TAXIWAY	P	0	30,753.00	10/22/2018	17	80
TW A	128	1/1/2002	AC	TAXIWAY	P	0	124,368.00	10/22/2018	16	85
TW A	195	1/1/2001	AC	TAXIWAY	P	0	30,044.00	10/22/2018	17	86
TW A1	190	1/1/2002	AC	TAXIWAY	P	0	38,481.00	10/22/2018	16	83
TW A10	127	1/1/2001	AC	TAXIWAY	P	0	38,539.00	10/22/2018	17	88
TW A2	185	1/1/1993	AAC	TAXIWAY	P	0	35,555.00	10/22/2018	25	69
TW A3	175	1/1/2010	AAC	TAXIWAY	P	0	38,350.00	10/22/2018	8	80
TW A3	180	1/1/2010	AAC	TAXIWAY	P	0	15,845.00	10/22/2018	8	84
TW A4	170	1/1/2010	AAC	TAXIWAY	P	0	38,808.00	10/22/2018	8	61
TW A7	155	1/1/2010	AAC	TAXIWAY	P	0	35,813.00	10/22/2018	8	65
TW A8	145	1/1/2010	AAC	TAXIWAY	P	0	31,777.00	10/22/2018	8	89
TW A9	130	1/1/2010	AAC	TAXIWAY	P	0	10,830.00	10/22/2018	8	77
TW A9	135	1/1/2001	AAC	TAXIWAY	P	0	25,046.00	10/22/2018	17	72
TW AP DOLP	122	1/1/1993	AC	TAXIWAY	P	0	12,538.00	10/22/2018	25	68
TW AP DOLP	124	1/1/1993	AAC	TAXIWAY	P	0	14,535.00	10/22/2018	25	88
TW AP E	602	1/1/1980	AC	TAXIWAY	P	0	29,806.00	10/22/2018	38	64
TW B	203	1/1/2010	AAC	TAXIWAY	P	0	23,710.00	10/22/2018	8	94
TW B	205	1/1/1977	AAC	TAXIWAY	P	0	7,200.00	10/22/2018	41	64
TW B	210	1/1/1977	AAC	TAXIWAY	P	0	168,433.00	10/22/2018	41	41

TW B	211	12/25/2002	AC	TAXIWAY	P	0	12,058.00	10/22/2018	16	59
TW B	215	1/1/2010	AAC	TAXIWAY	P	0	26,159.00	10/22/2018	8	90
TW B	225	11/14/2011	AC	TAXIWAY	P	0	186,792.00	10/22/2018	7	85
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	19,201.00	10/22/2018	8	81
TW B1	260	12/25/2005	AC	TAXIWAY	P	0	18,379.00	10/22/2018	13	80
TW B1	265	1/1/2010	AAC	TAXIWAY	P	0	13,111.00	10/22/2018	8	92
TW C	303	12/25/2002	AC	TAXIWAY	P	0	191,641.00	10/22/2018	16	74
TW C	305	12/25/2002	AAC	TAXIWAY	P	0	88,506.00	10/22/2018	16	58
TW C	320	1/1/2010	AAC	TAXIWAY	P	0	13,872.00	10/22/2018	8	85
TW C	330	1/1/2010	AAC	TAXIWAY	P	0	18,094.00	10/22/2018	8	94
TW C	335	12/25/2004	AC	TAXIWAY	P	0	340,865.00	10/22/2018	14	64
TW C1	345	12/25/2004	AC	TAXIWAY	P	0	32,704.00	10/22/2018	14	67
TW C2	340	12/25/2004	AC	TAXIWAY	P	0	36,914.00	10/22/2018	14	69
TW C3	315	12/25/2002	AC	TAXIWAY	P	0	35,788.00	10/22/2018	16	77
TW C4	310	12/25/2002	AC	TAXIWAY	P	0	37,673.00	10/22/2018	16	76
TW D	405	1/1/2001	AC	TAXIWAY	P	0	88,300.00	10/22/2018	17	77
TW D	415	1/1/2010	AAC	TAXIWAY	P	0	24,545.00	10/22/2018	8	88
TW D	425	12/25/2010	AAC	TAXIWAY	P	0	32,831.00	10/22/2018	8	94
TW D	430	12/25/2004	AC	TAXIWAY	P	0	195,052.00	10/22/2018	14	80
TW D	435	1/1/1992	AC	TAXIWAY	P	0	6,042.00	10/22/2018	26	60
TW E	505	12/25/2004	AC	TAXIWAY	P	0	90,559.00	10/22/2018	14	69
TW F	605	1/1/2010	AAC	TAXIWAY	P	0	21,519.00	10/22/2018	8	83
TW F	610	1/1/1993	AAC	TAXIWAY	P	0	94,932.00	10/22/2018	25	63
TW F	625	12/25/2004	AC	TAXIWAY	P	0	25,498.00	10/22/2018	14	57
TW F	630	12/25/2010	AAC	TAXIWAY	P	0	110,224.00	10/22/2018	8	84
TW F	635	12/25/2005	AC	TAXIWAY	P	0	16,460.00	10/22/2018	13	88
TW F	645	12/25/2004	AC	TAXIWAY	P	0	13,980.00	10/22/2018	14	66
TW G	705	12/25/2010	AC	TAXIWAY	P	0	75,944.00	10/22/2018	8	78

TW H	805	12/25/2005	AC	TAXIWAY	P	0	85,417.00	10/22/2018	13	81
TW H	810	1/1/2010	AAC	TAXIWAY	P	0	24,978.00	10/22/2018	8	94
TW J	1005	12/25/2005	AC	TAXIWAY	P	0	76,394.00	10/22/2018	13	70
TW J	1010	12/25/2013	AC	TAXIWAY	P	0	55,392.00	10/22/2018	5	78
TW R	1825	1/1/1993	AAC	TAXIWAY	P	0	44,574.00	10/22/2018	25	61
TW R	1835	1/1/1993	AAC	TAXIWAY	P	0	18,891.00	10/22/2018	25	65
TW R	1840	1/1/1993	AAC	TAXIWAY	P	0	11,151.00	10/22/2018	25	66
TW R	1845	1/1/1993	AAC	TAXIWAY	P	0	31,533.00	10/22/2018	25	59
TW R	1850	1/1/1993	AAC	TAXIWAY	P	0	10,853.00	10/22/2018	25	54
TW R	1860	1/1/1983	AAC	TAXIWAY	P	0	24,275.00	10/22/2018	35	43
TW T1	2005	12/25/1998	AC	TAXIWAY	P	0	18,726.00	10/22/2018	20	68
TW T2	2010	12/25/1998	AC	TAXIWAY	P	0	6,382.00	10/22/2018	20	74

Pavement Database: FDOT

NetworkId: VNC

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4102	1/1/2018	AC	APRON	P	0	164,918.00	1/1/2018	0	100
AP	4103	1/1/2017	AC	APRON	P	0	45,587.00	1/1/2017	0	100
AP	4105	1/1/1942	PCC	APRON	P	0	112,872.00	10/25/2018	76	21
AP	4107	1/1/2017	AC	APRON	P	0	90,832.00	1/1/2017	0	100
AP	4115	12/25/1999	PCC	APRON	P	0	35,804.00	10/25/2018	19	4
AP	4120	1/1/2018	AC	APRON	P	0	57,693.00	1/1/2018	0	100
AP	4125	1/1/2015	AC	APRON	P	0	53,301.00	10/25/2018	3	91
AP	4127	1/1/2017	AAC	APRON	P	0	19,505.00	1/1/2017	0	100
AP	4130	1/1/2015	AC	APRON	P	0	5,580.00	10/25/2018	3	94
AP	4140	1/1/2015	AC	APRON	P	0	73,011.00	10/25/2018	3	93
AP CENTER	4405	1/1/2017	AC	APRON	S	0	120,111.00	1/1/2017	0	100
AP CENTER	4415	1/1/2017	AC	APRON	S	0	46,412.00	1/1/2017	0	100
AP RU	5105	1/1/2015	AC	APRON	P	0	26,551.00	10/25/2018	3	94
AP RU	5110	1/1/2015	AC	APRON	P	0	19,846.00	10/25/2018	3	94
RW 13-31	6105	12/1/2006	AAC	RUNWAY	P	0	413,900.00	10/25/2018	12	76
RW 13-31	6110	12/1/2006	AAC	RUNWAY	P	0	196,950.00	10/25/2018	12	74
RW 13-31	6115	12/1/2006	APC	RUNWAY	P	0	30,000.00	10/25/2018	12	67
RW 13-31	6120	12/1/2006	APC	RUNWAY	P	0	20,000.00	10/25/2018	12	61
RW 13-31	6125	12/1/2006	APC	RUNWAY	P	0	30,000.00	10/25/2018	12	68
RW 13-31	6130	12/1/2006	APC	RUNWAY	P	0	20,000.00	10/25/2018	12	63
RW 13-31	6135	1/1/2013	AAC	RUNWAY	P	0	26,100.00	10/25/2018	5	93
RW 13-31	6140	1/1/2013	AAC	RUNWAY	P	0	13,050.00	10/25/2018	5	90
RW 13-31	6145	5/9/2017	AC	RUNWAY	P	0	64,500.00	5/9/2017	0	100
RW 13-31	6150	5/9/2017	AC	RUNWAY	P	0	32,250.00	5/9/2017	0	100
RW 5-23	6205	1/1/2013	AC	RUNWAY	P	0	255,000.00	10/25/2018	5	90
RW 5-23	6210	1/1/2013	AAC	RUNWAY	P	0	350,820.00	10/25/2018	5	94
RW 5-23	6215	1/1/2013	AC	RUNWAY	P	0	18,000.00	10/25/2018	5	94
RW 5-23	6220	1/1/2013	AC	RUNWAY	P	0	27,000.00	10/25/2018	5	92
RW 5-23	6225	1/1/2013	AC	RUNWAY	P	0	18,000.00	10/25/2018	5	94
RW 5-23	6230	1/1/2013	AC	RUNWAY	P	0	27,000.00	10/25/2018	5	94
RW 5-23	6240	1/1/2013	AC	RUNWAY	P	0	13,680.00	10/25/2018	5	86

RW 5-23	6250	1/1/2013	AC	RUNWAY	P	0	18,000.00	10/25/2018	5	94
T-HANG	605	1/1/2003	AC	TAXIWAY	P	0	17,687.00	10/25/2018	15	69
T-HANG	610	1/1/2003	AC	TAXIWAY	P	0	42,593.00	10/25/2018	15	66
T-HANG	620	12/25/1994	AC	TAXIWAY	P	0	103,188.00	10/25/2018	24	54
T-HANG	705	1/1/2003	AC	TAXIWAY	P	0	36,074.00	10/25/2018	15	79
T-HANG	708	12/25/1997	AC	TAXIWAY	P	0	11,509.00	10/25/2018	21	68
T-HANG	710	12/25/1994	AC	TAXIWAY	P	0	42,414.00	10/25/2018	24	49
T-HANG	715	1/1/2012	AC	TAXIWAY	P	0	12,818.00	10/25/2018	6	92
T-HANG	720	1/1/2012	AC	TAXIWAY	P	0	5,418.00	10/25/2018	6	92
T-HANG	725	1/1/2012	AC	TAXIWAY	P	0	17,455.00	10/25/2018	6	94
T-HANG	730	11/1/2013	AAC	TAXIWAY	P	0	18,001.00	10/25/2018	5	59
T-HANG	735	1/1/2018	AC	TAXIWAY	P	0	21,879.00	1/1/2018	0	100
TW A	105	1/1/2015	AC	TAXIWAY	P	0	55,145.00	10/25/2018	3	94
TW A	110	1/1/2015	AC	TAXIWAY	P	0	53,584.00	10/25/2018	3	89
TW A	115	1/1/2015	AC	TAXIWAY	P	0	52,281.00	10/25/2018	3	92
TW A	120	1/1/2013	AC	TAXIWAY	P	0	9,988.00	10/25/2018	5	90
TW A	125	12/1/2006	AAC	TAXIWAY	P	0	5,738.00	10/25/2018	12	66
TW B	220	1/1/2017	AC	TAXIWAY	P	0	30,324.00	1/1/2017	0	100
TW B	225	1/1/2013	AC	TAXIWAY	P	0	12,448.00	10/25/2018	5	91
TW B	230	1/1/2017	AC	TAXIWAY	P	0	17,274.00	1/1/2017	0	100
TW B	235	5/9/2017	AC	TAXIWAY	P	0	23,085.00	5/9/2017	0	100
TW C	315	1/1/2015	AC	TAXIWAY	P	0	84,284.00	10/25/2018	3	94
TW D	400	5/9/2017	AC	TAXIWAY	P	0	39,559.00	5/9/2017	0	100
TW D	405	5/9/2017	AC	TAXIWAY	P	0	76,074.00	5/9/2017	0	100
TW D	410	1/1/2013	AC	TAXIWAY	P	0	18,193.00	10/25/2018	5	94
TW E	505	1/1/2013	AC	TAXIWAY	P	0	62,102.00	10/25/2018	5	94
TW E	510	1/1/2013	AC	TAXIWAY	P	0	10,168.00	10/25/2018	5	92
TW E	515	1/1/2015	AC	TAXIWAY	P	0	22,576.00	10/25/2018	3	94
TW E	550	1/1/2013	AC	TAXIWAY	P	0	9,260.00	10/25/2018	5	94
TW F	450	5/9/2017	AC	TAXIWAY	P	0	11,590.00	5/9/2017	0	100

*Pavement Database: FDOT**NetworkId: X01*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4103	1/1/1969	AC	APRON	P	0	2,700.00	3/13/2017	48	63
AP	4105	1/1/1996	AC	APRON	P	0	22,921.00	3/13/2017	21	76
AP	4110	1/1/1997	AC	APRON	P	0	12,546.00	3/13/2017	20	83
AP RU RW15	5105	1/1/2003	AC	APRON	T	0	3,500.00	3/13/2017	14	77
AP RU RW33	4120	1/1/2003	AC	APRON	T	0	4,663.00	3/13/2017	14	74
RW 15-33	6105	1/1/1969	AC	RUNWAY	P	0	32,850.00	3/13/2017	48	49
RW 15-33	6110	1/1/1969	AC	RUNWAY	P	0	61,150.00	3/13/2017	48	33
RW 15-33	6115	1/1/1969	AC	RUNWAY	P	0	26,300.00	3/13/2017	48	52
TW A	105	1/1/1997	AC	TAXIWAY	P	0	13,850.00	3/13/2017	20	72
TW A	110	3/1/2005	AC	TAXIWAY	P	0	33,525.00	3/13/2017	12	69
TW A	115	1/1/2003	AC	TAXIWAY	P	0	3,886.00	3/13/2017	14	66
TW A	125	1/1/2003	AC	TAXIWAY	P	0	2,214.00	3/13/2017	14	56
TW A	130	1/1/2014	AC	TAXIWAY	P	0	12,060.00	3/13/2017	3	93
TW A CONN	205	1/1/1997	AC	TAXIWAY	P	0	5,409.00	3/13/2017	20	72

*Pavement Database: FDOT**NetworkId: X06*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1985	AC	APRON	P	0	71,100.00	11/21/2016	31	61
AP	4110	1/1/1987	AC	APRON	P	0	15,103.00	11/21/2016	29	59
RW 6-24	6105	1/1/1985	AC	RUNWAY	P	0	277,500.00	11/21/2016	31	64
TW	105	1/1/1985	AC	TAXIWAY	P	0	158,069.00	11/21/2016	31	62
TW	110	1/1/1985	AC	TAXIWAY	P	0	7,846.00	11/21/2016	31	61
TW	115	1/1/1985	AC	TAXIWAY	P	0	4,273.00	11/21/2016	31	50
TW HANGAR	210	1/1/2000	AC	TAXIWAY	T	0	13,163.00	11/21/2016	16	27
TW HANGAR	220	1/1/2000	AC	TAXIWAY	T	0	6,642.00	11/21/2016	16	36
TW HANGAR	230	1/1/2000	AC	TAXIWAY	T	0	18,891.00	11/21/2016	16	26

Pavement Database: FDOT

NetworkId: X07

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1988	AC	APRON	P	0	108,406.00	3/9/2017	29	42
AP	4110	1/1/2000	AC	APRON	T	0	27,382.00	3/9/2017	17	48
AP	4115	7/31/2008	AC	APRON	T	0	18,790.00	3/9/2017	9	84
AP	4205	7/31/2008	AC	APRON	T	0	37,971.00	3/9/2017	9	85
RW 17-35	6205	1/1/1997	AAC	RUNWAY	S	0	290,145.00	3/9/2017	20	58
RW 17-35	6206	1/1/1997	AAC	RUNWAY	S	0	3,155.00	3/9/2017	20	62
RW 6-24	6105	6/1/2017	AAC	RUNWAY	P	0	400,000.00	6/1/2017	0	100
TW A	105	1/1/1978	AC	TAXIWAY	P	0	85,999.00	3/9/2017	39	41
TW A	110	1/1/1988	AC	TAXIWAY	P	0	3,314.00	3/9/2017	29	20
TW A	115	1/1/1997	AAC	TAXIWAY	P	0	1,989.00	3/9/2017	20	60
TW A	120	1/1/1997	AAC	TAXIWAY	P	0	2,159.00	3/9/2017	20	62
TW A	125	1/1/1978	AC	TAXIWAY	P	0	10,727.00	3/9/2017	39	47
TW A	130	9/1/2014	AC	TAXIWAY	P	0	57,272.00	3/9/2017	3	94
TW A1	500	9/1/2014	AC	TAXIWAY	P	0	12,935.00	3/9/2017	3	94
TW B	205	1/1/1978	AC	TAXIWAY	P	0	14,037.00	3/9/2017	39	55
TW B	207	1/1/2004	AAC	TAXIWAY	P	0	8,945.00	3/9/2017	13	62
TW B	210	1/1/2004	AAC	TAXIWAY	P	0	18,096.00	3/9/2017	13	63
TW B	215	1/1/1997	AAC	TAXIWAY	P	0	2,166.00	3/9/2017	20	62
TW C	305	1/1/2004	AAC	TAXIWAY	P	0	32,049.00	3/9/2017	13	66

Pavement Database: FDOT

NetworkId: X14

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4110	1/1/1992	AC	APRON	T	0	120,823.00	2/21/2017	25	45
AP N	4115	1/1/1980	AC	APRON	P	0	15,424.00	2/21/2017	37	49
AP N	4120	1/1/1980	AC	APRON	P	0	20,565.00	2/21/2017	37	32
AP N	4135	1/1/1994	AC	APRON	P	0	5,077.00	2/21/2017	23	18
AP N	4140	1/1/1997	AC	APRON	P	0	5,361.00	2/21/2017	20	42
AP N	4145	1/1/2015	AC	APRON	P	0	64,837.00	1/1/2015	0	100
AP N	4180	1/1/2005	PCC	APRON	P	0	2,740.00	2/21/2017	12	87
AP NW	4160	1/1/1989	AC	APRON	P	0	32,354.00	2/21/2017	28	28
AP NW	4165	1/1/1980	AC	APRON	P	0	4,482.00	2/21/2017	37	23
AP T-HANG	4305	1/1/2005	AC	APRON	P	0	62,326.00	2/21/2017	12	70
RW 14-32	6105	1/1/2005	AC	RUNWAY	P	0	394,125.00	2/21/2017	12	88
TL B	4205	3/1/2011	AC	TAXILANE	P	0	25,555.00	2/21/2017	6	86
TL NW AP	605	1/1/1975	AC	TAXILANE	P	0	9,425.00	2/21/2017	42	15
TW A	105	1/1/2005	AC	TAXIWAY	P	0	156,983.00	2/21/2017	12	86
TW A	120	1/1/2005	AC	TAXIWAY	P	0	8,224.00	2/21/2017	12	85
TW A	405	1/1/2005	AC	TAXIWAY	P	0	32,734.00	2/21/2017	12	83
TW A1	305	1/1/2005	AC	TAXIWAY	P	0	9,142.00	2/21/2017	12	87
TW A2	205	1/1/2005	AC	TAXIWAY	P	0	9,142.00	2/21/2017	12	76
TW A3	110	1/1/2005	AC	TAXIWAY	P	0	9,142.00	2/21/2017	12	84
TW A4	115	1/1/2005	AC	TAXIWAY	P	0	9,142.00	2/21/2017	12	75
TW B	805	3/1/2011	AC	TAXIWAY	P	0	7,613.00	2/21/2017	6	90
TW B	810	3/1/2011	AC	TAXIWAY	P	0	7,419.00	2/21/2017	6	88
TW SE NR	705	12/25/1999	AC	TAXIWAY	P	0	20,295.00	2/21/2017	18	50
TW TO HANG	510	1/1/2005	AC	TAXIWAY	P	0	7,382.00	2/21/2017	12	69
TW TO RW	905	1/1/1989	AC	TAXIWAY	P	0	10,000.00	2/21/2017	28	38
TW TO RW	910	1/1/2005	AC	TAXIWAY	P	0	9,707.00	2/21/2017	12	83

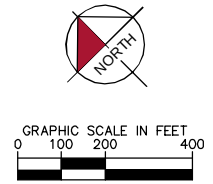
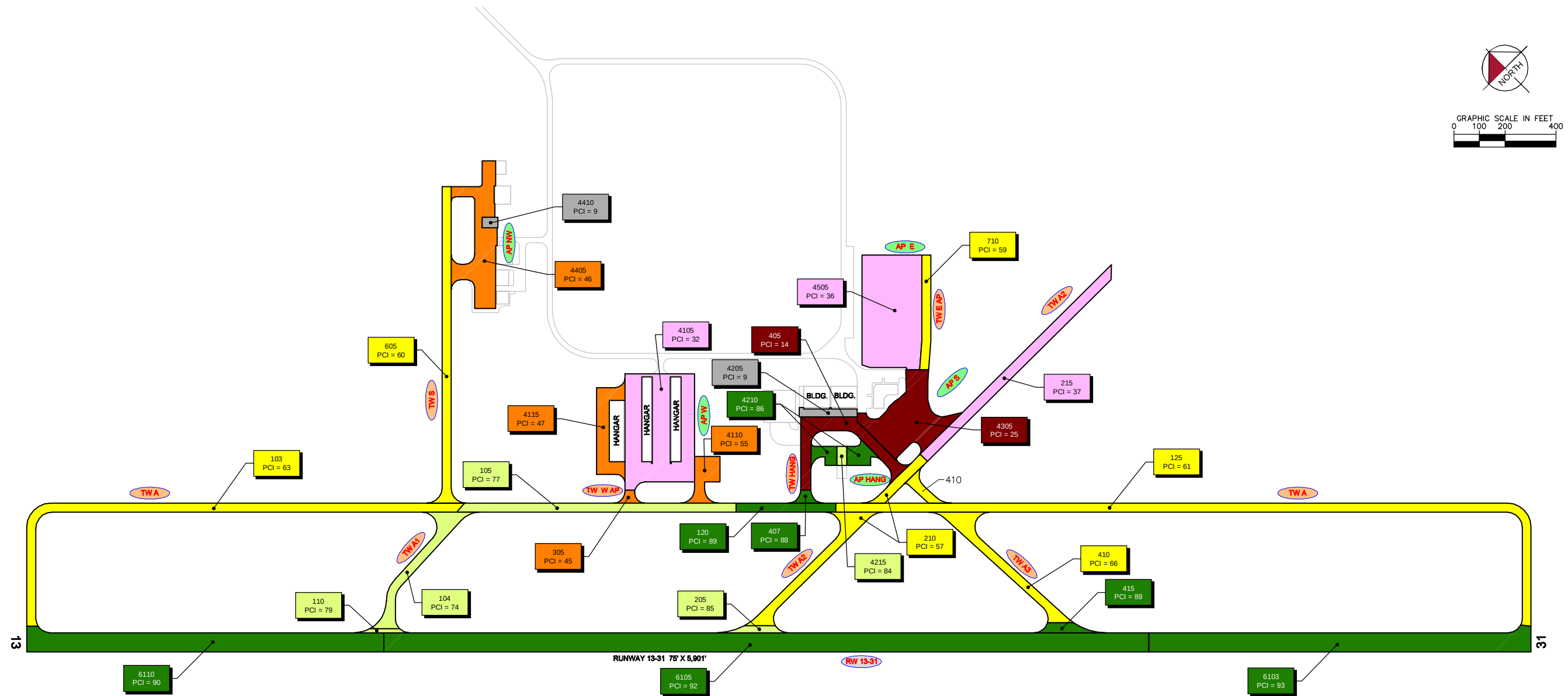
Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		6,645,933.00	117	99.95	0.55	99.97
03-05	4	7,649,748.00	124	89.62	5.94	89.52
06-10	8	10,777,331.00	172	82.65	8.79	81.44
11-15	13	17,108,064.00	186	72.19	10.03	72.24
16-20	18	11,240,319.00	175	63.23	17.49	64.51
21-25	24	2,202,387.00	51	58.75	14.39	56.91
26-30	28	3,043,465.00	50	57.56	16.76	64.53
31-35	33	2,408,187.00	31	48.81	18.67	66.38
36-40	37	2,269,844.00	19	48.21	15.02	53.48
41-50	45	1,028,970.00	23	47.17	15.26	47.85
50+	70	3,626,788.00	37	30.70	16.66	28.73
ALL	16	68,001,036.02	985	73.14	20.92	72.71

Appendix B

Pavement Condition Index Exhibits



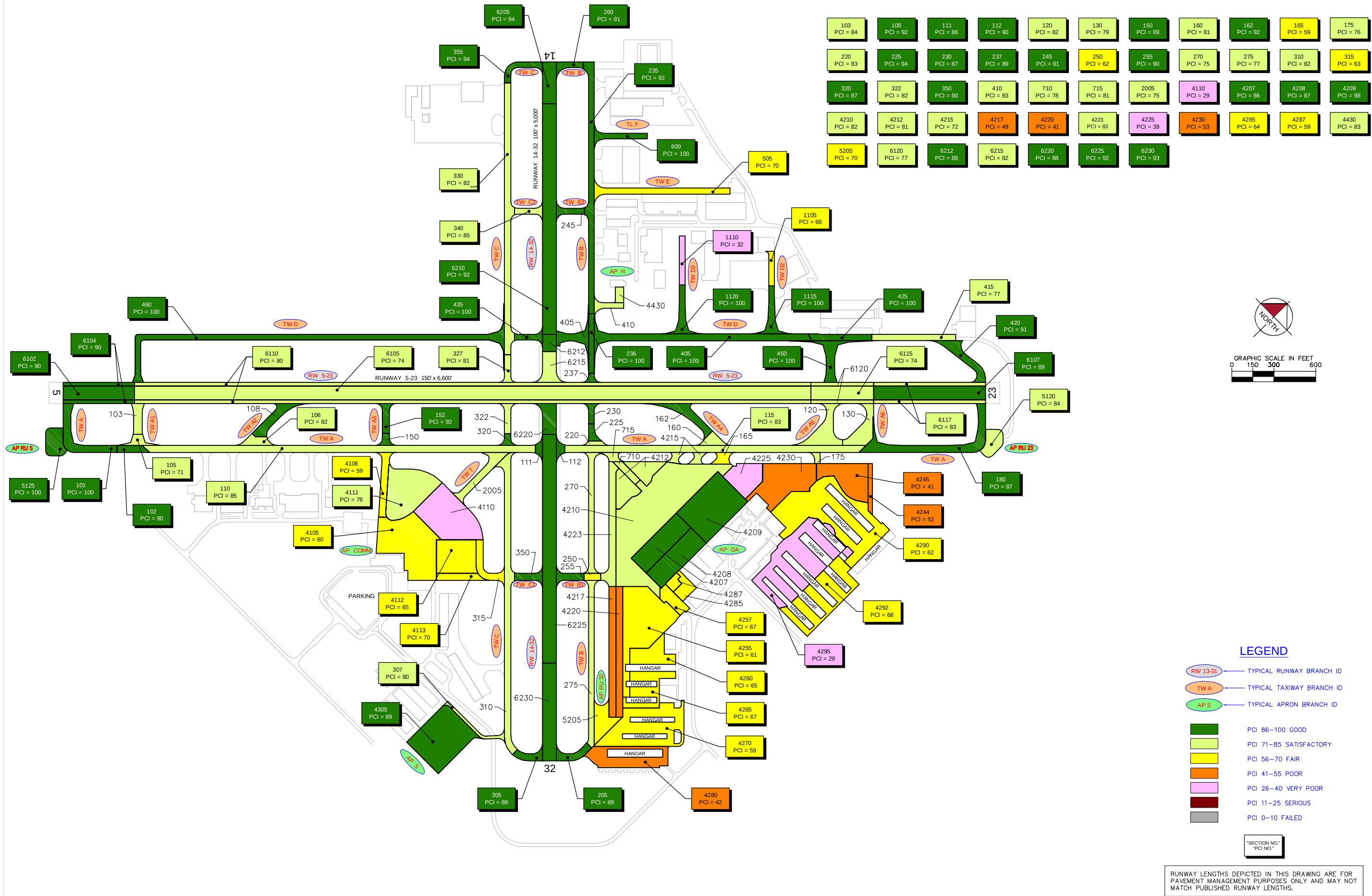


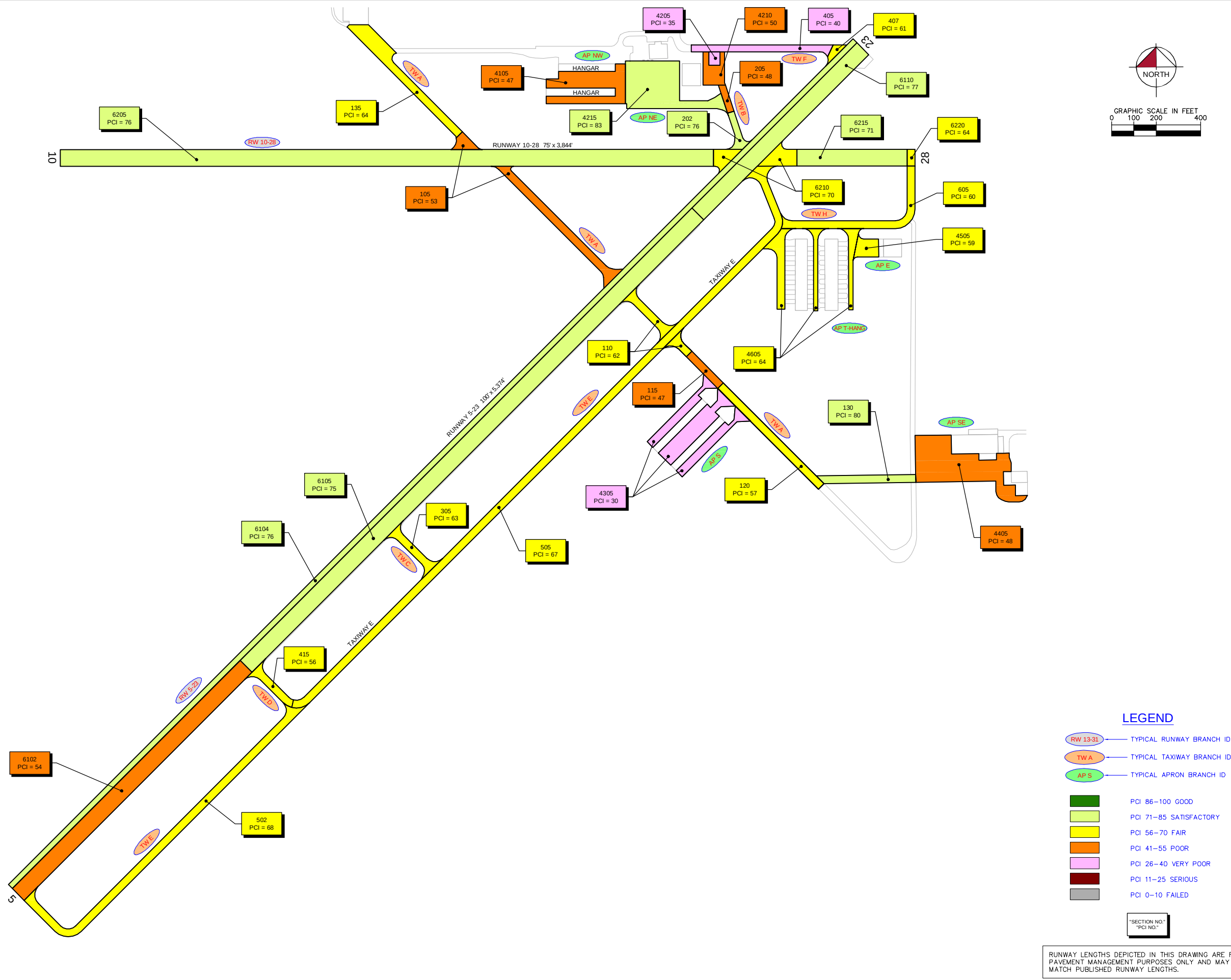
LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
	PCI 86-100 GOOD
	PCI 71-85 SATISFACTORY
	PCI 56-70 FAIR
	PCI 41-55 POOR
	PCI 26-40 VERY POOR
	PCI 11-25 SERIOUS
	PCI 0-10 FAILED

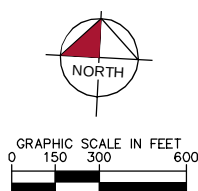
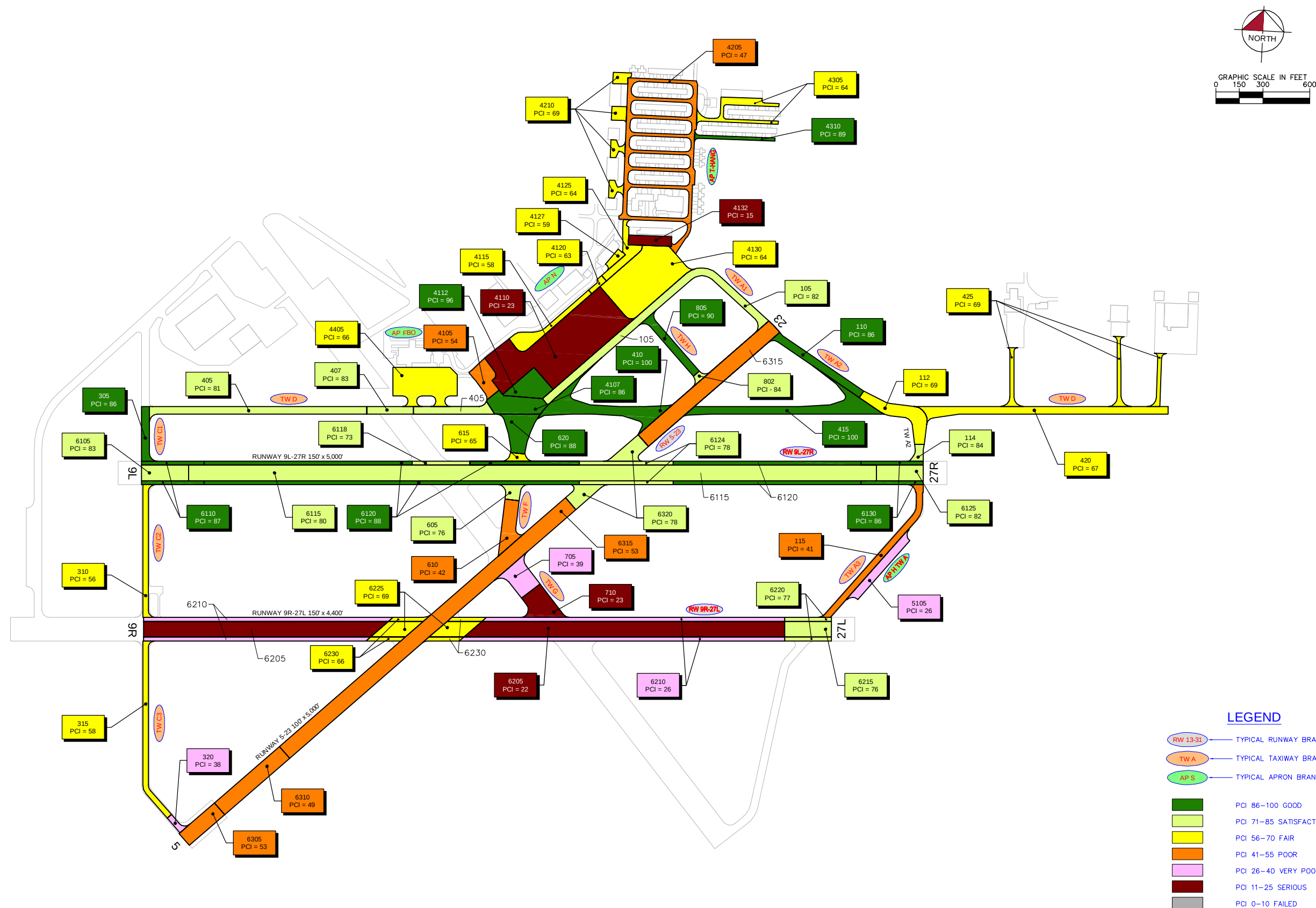
"SECTION NO."
"PCI NO."

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.





003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT



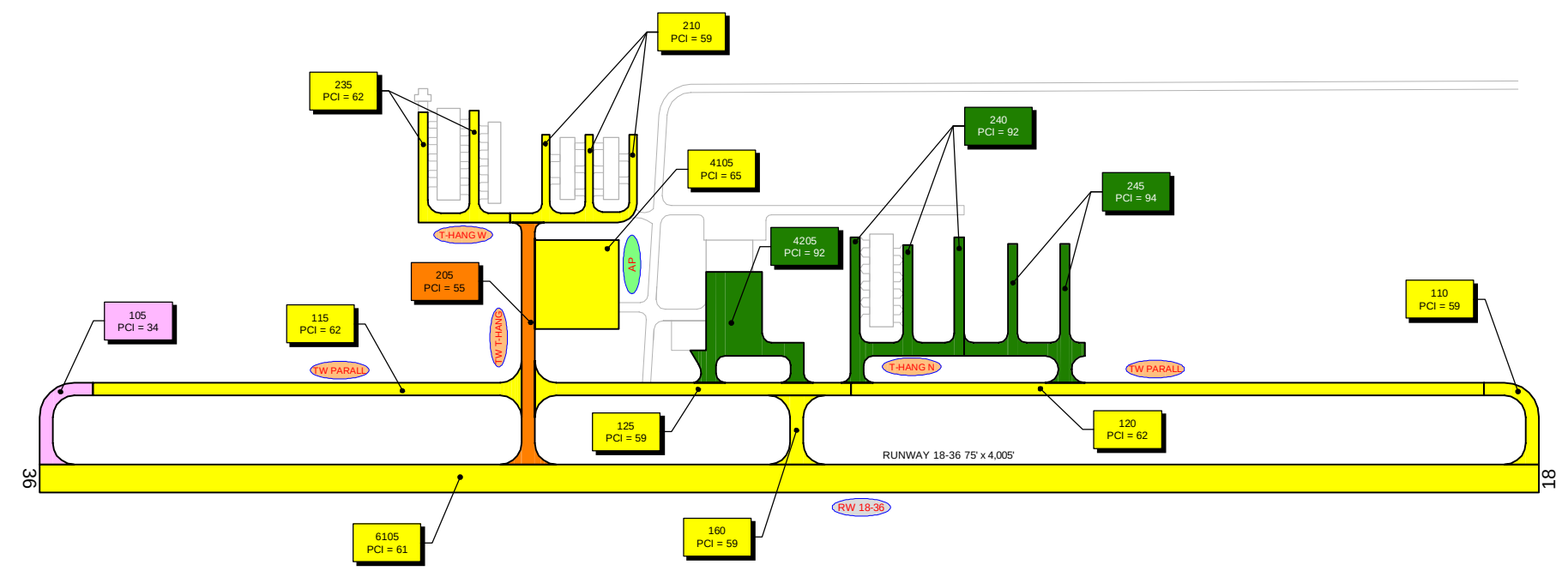
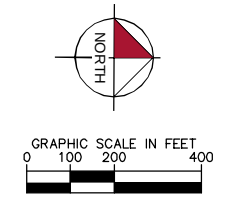
LEGEND

— RW 13-31 — TYPICAL RUNWAY BRANCH ID
— TW A — TYPICAL TAXIWAY BRANCH ID
— AP S — TYPICAL APRON BRANCH ID

Green	PCI 86-100 GOOD
Yellow	PCI 71-85 SATISFACTORY
Orange	PCI 56-70 FAIR
Red	PCI 41-55 POOR
Purple	PCI 26-40 VERY POOR
Brown	PCI 11-25 SERIOUS
Grey	PCI 0-10 FAILED

SECTION NO. _____
PCI NO. _____

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



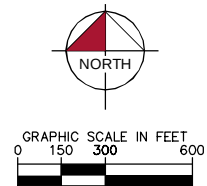
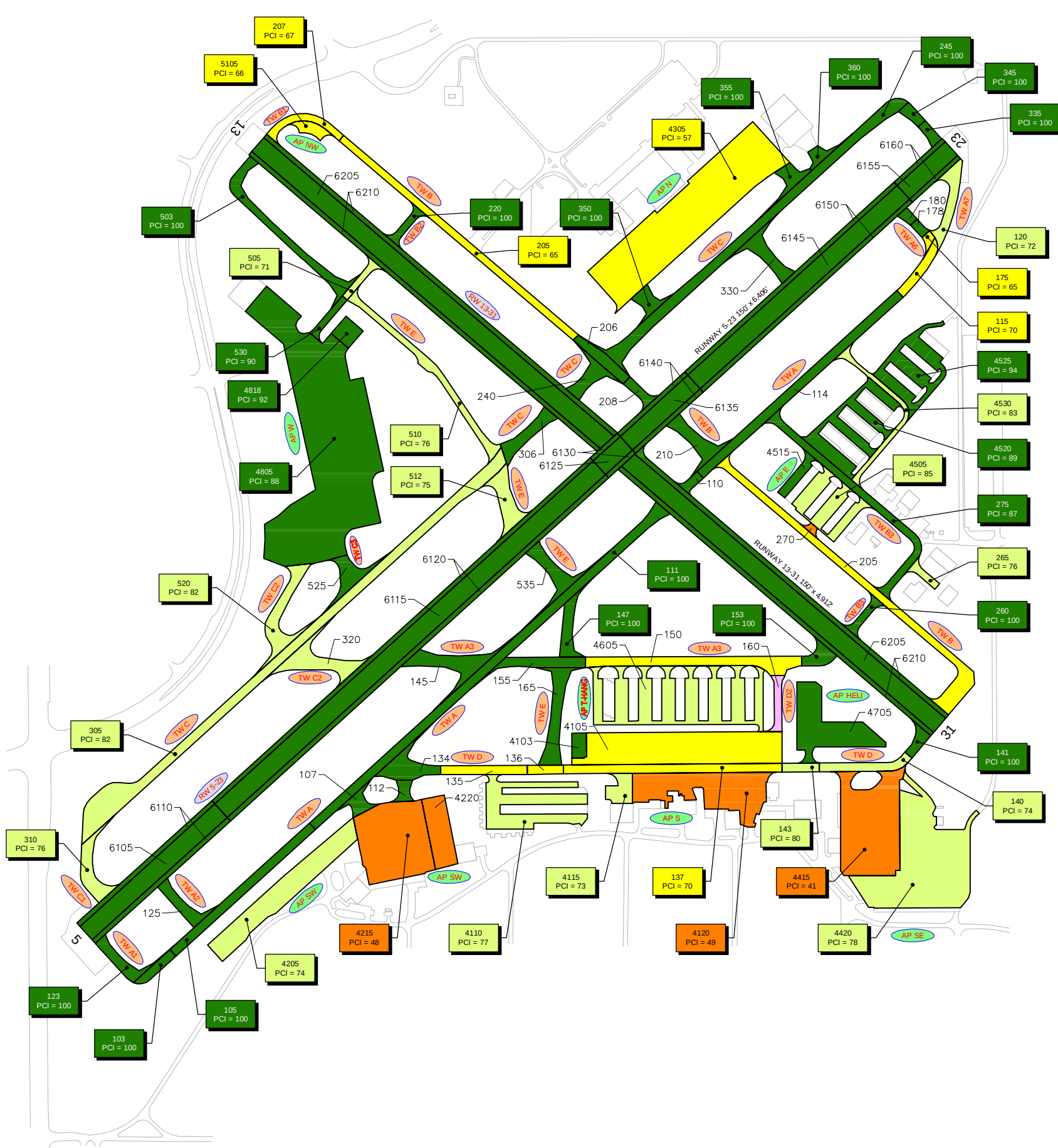
LEGEND

— TYPICAL RUNWAY BRANCH ID
— TYPICAL TAXIWAY BRANCH ID
— TYPICAL APRON BRANCH ID

Dark Green	PCI 86-100 GOOD
Light Green	PCI 71-85 SATISFACTORY
Yellow	PCI 56-70 FAIR
Orange	PCI 41-55 POOR
Pink	PCI 26-40 VERY POOR
Dark Red	PCI 11-25 SERIOUS
Grey	PCI 0-10 FAILED

SECTION NO.
PCI NO.

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

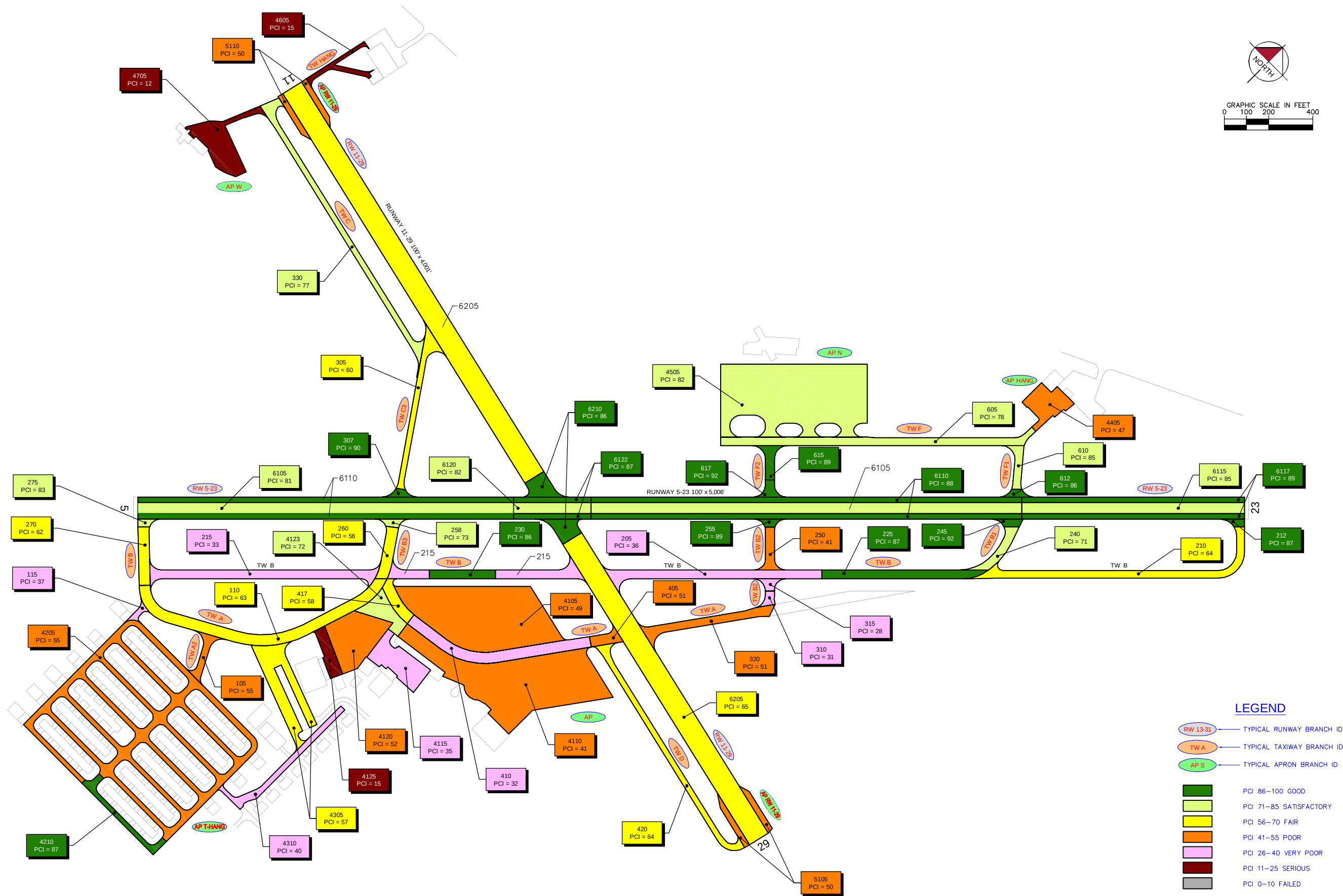


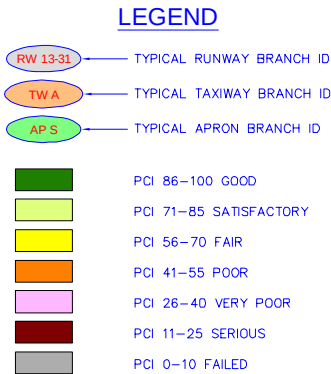
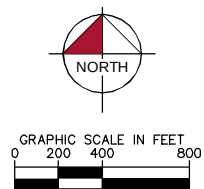
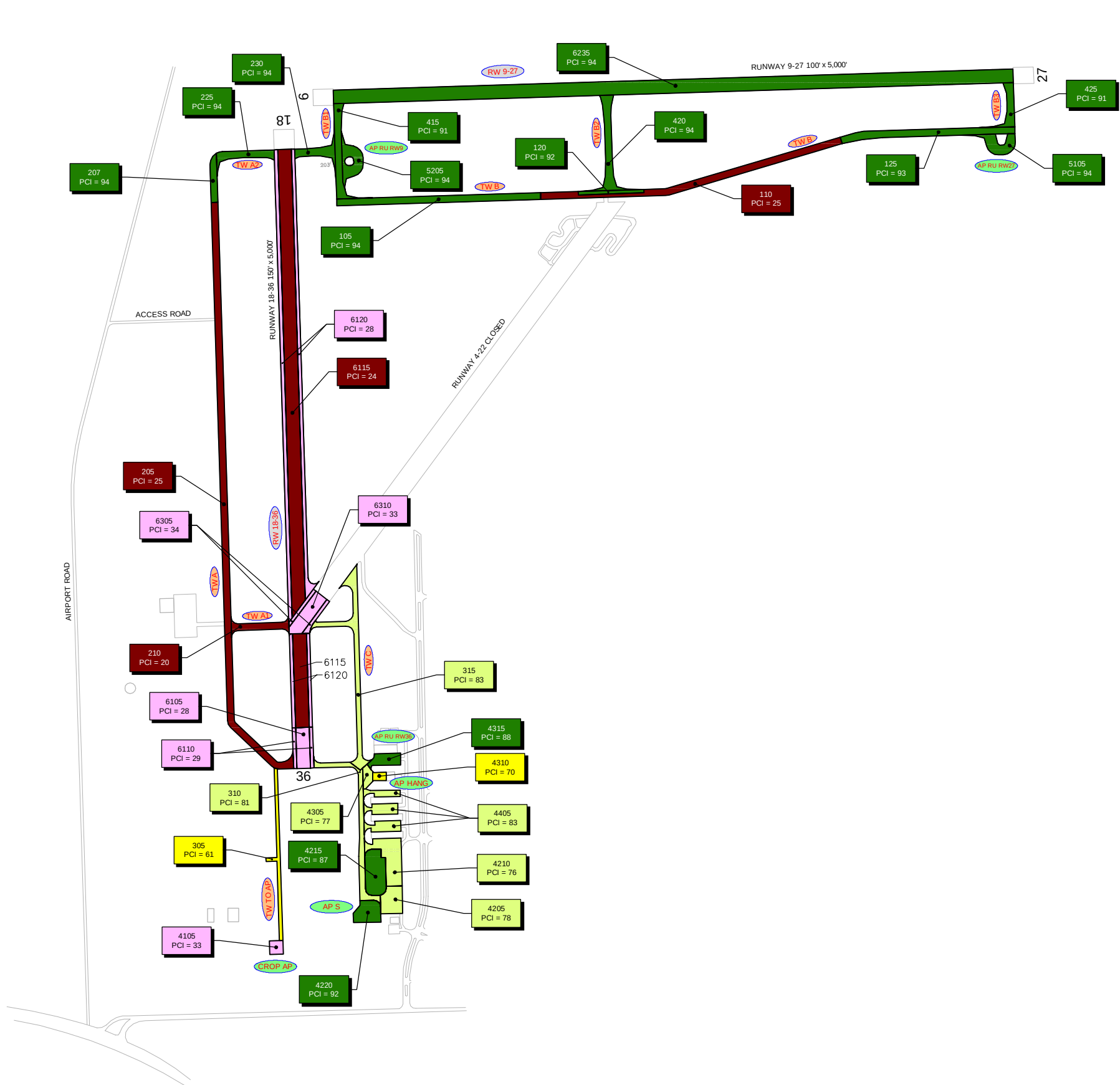
107 PCI = 100	110 PCI = 100	112 PCI = 100	114 PCI = 100	125 PCI = 100	134 PCI = 100	135 PCI = 67	136 PCI = 61	145 PCI = 100
150 PCI = 61	155 PCI = 100	160 PCI = 29	165 PCI = 100	178 PCI = 100	180 PCI = 100	206 PCI = 100	208 PCI = 100	210 PCI = 100
240 PCI = 100	270 PCI = 55	306 PCI = 100	320 PCI = 75	330 PCI = 100	525 PCI = 89	535 PCI = 100	4103 PCI = 100	4105 PCI = 69
4220 PCI = 52	4515 PCI = 90	4605 PCI = 84	4705 PCI = 87	6105 PCI = 100	6110 PCI = 100	6115 PCI = 100	6120 PCI = 100	6125 PCI = 100
6130 PCI = 100	6135 PCI = 100	6140 PCI = 100	6145 PCI = 100	6150 PCI = 100	6155 PCI = 100	6160 PCI = 100	6205 PCI = 100	6210 PCI = 100

- LEGEND**
- RW 13-31 TYPICAL RUNWAY BRANCH ID
 - TW A TYPICAL TAXIWAY BRANCH ID
 - AP S TYPICAL APRON BRANCH ID
 - PCI 86-100 GOOD
 - PCI 71-85 SATISFACTORY
 - PCI 56-70 FAIR
 - PCI 41-55 POOR
 - PCI 26-40 VERY POOR
 - PCI 11-25 SERIOUS
 - PCI 0-10 FAILED

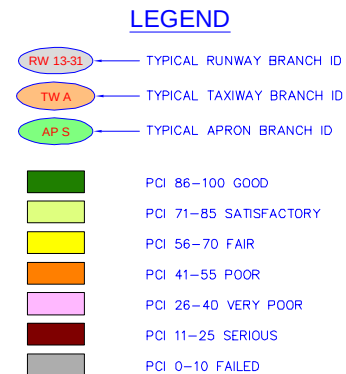
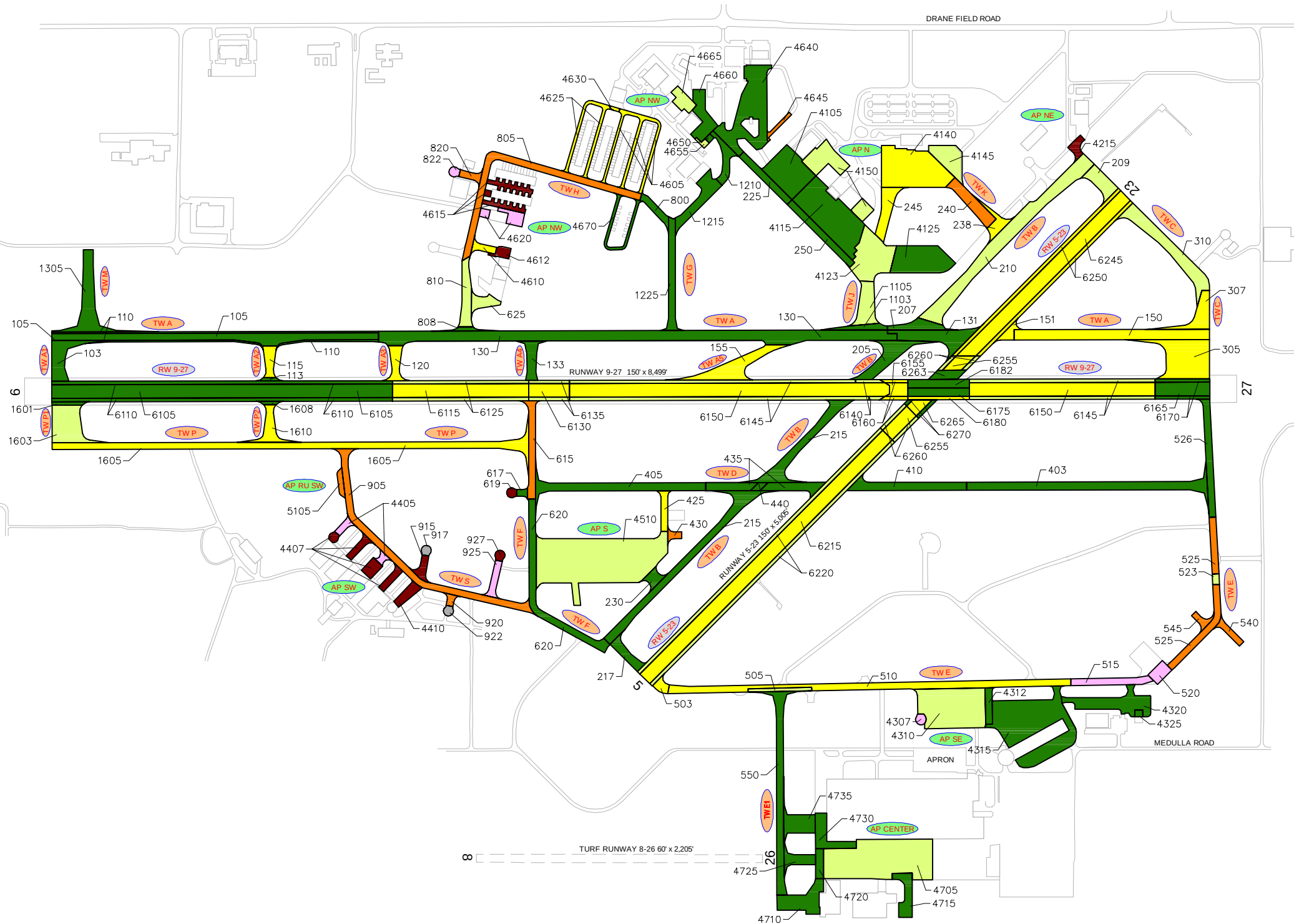
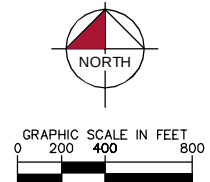
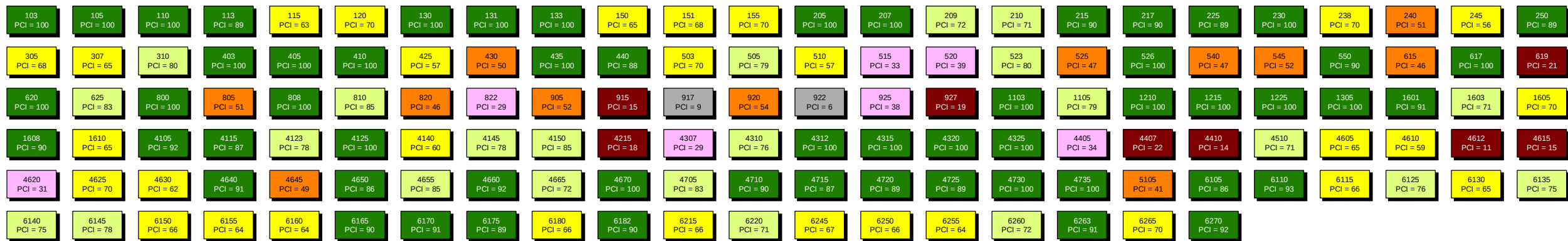
SECTION NO.
PCI NO.

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

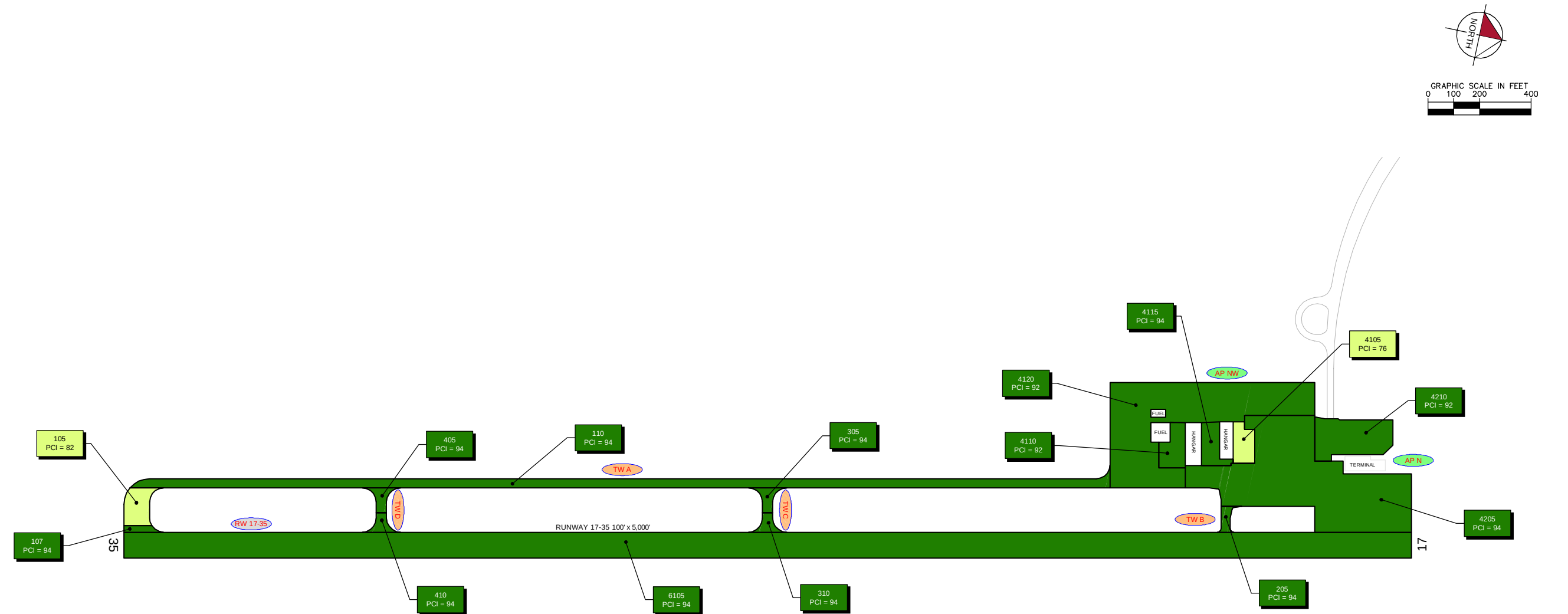




RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



LEGEND

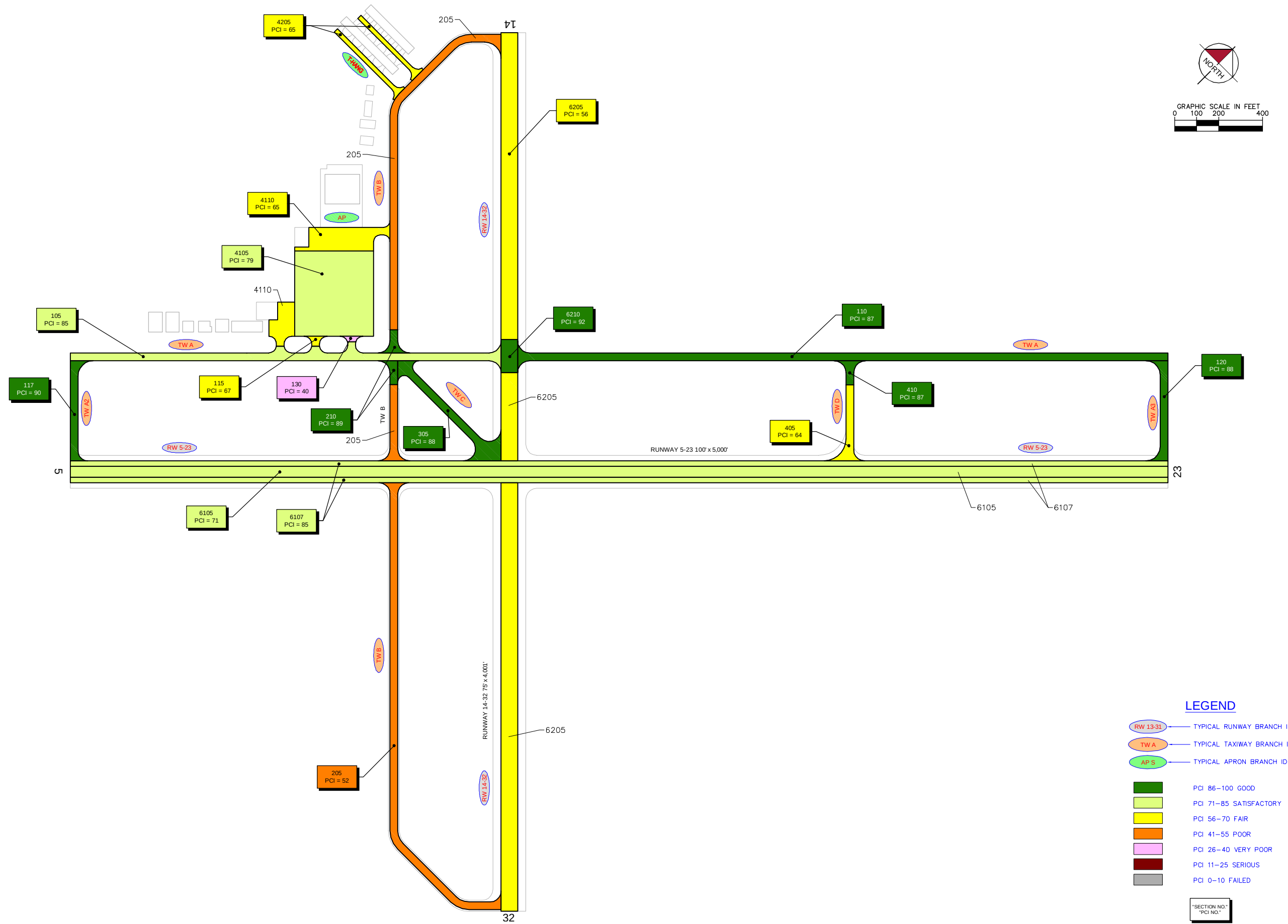
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TWA TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

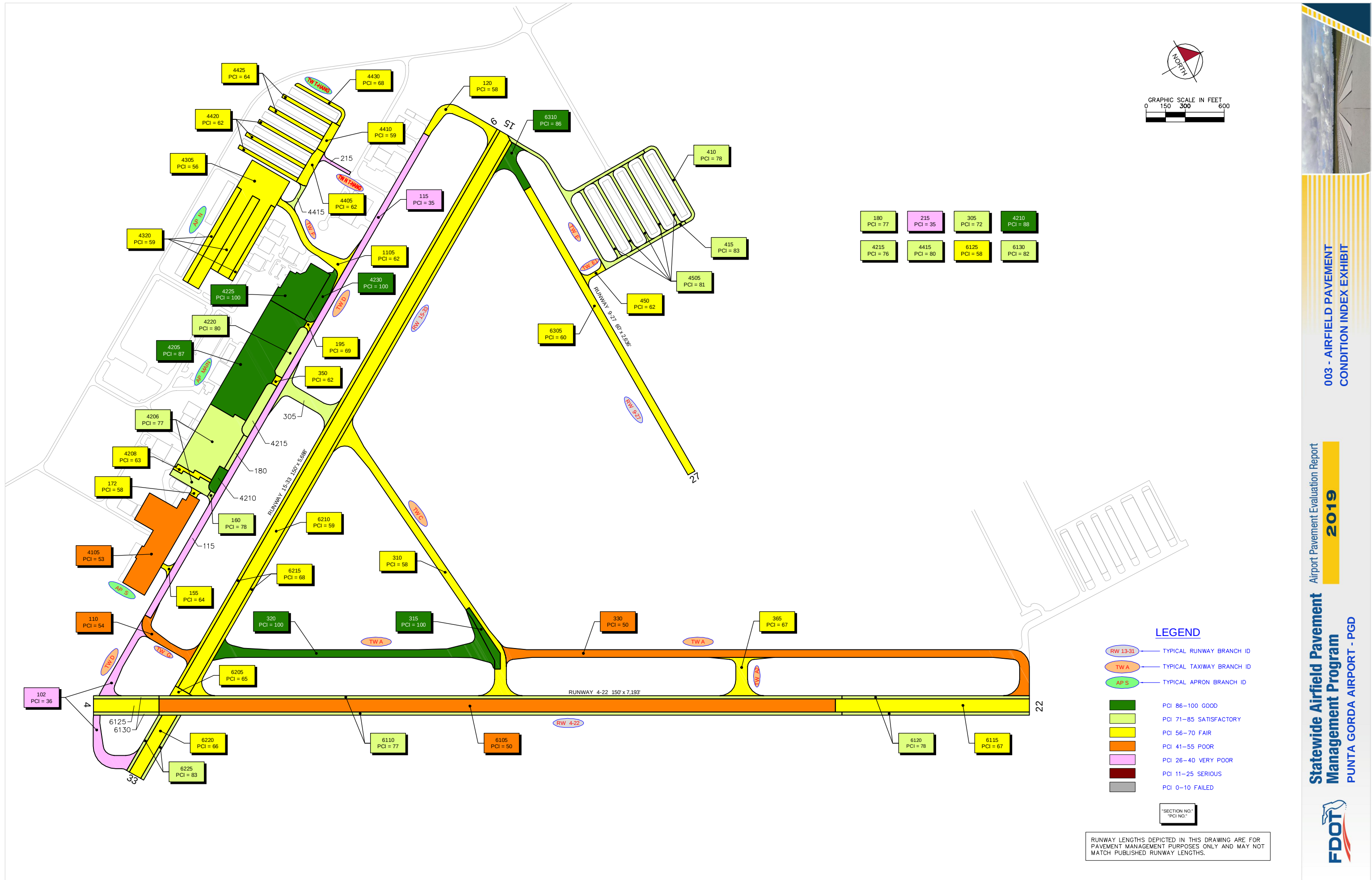
	PCI 86-100 GOOD
	PCI 71-85 SATISFACTORY
	PCI 56-70 FAIR
	PCI 41-55 POOR
	PCI 26-40 VERY POOR
	PCI 11-25 SERIOUS
	PCI 0-10 FAILED

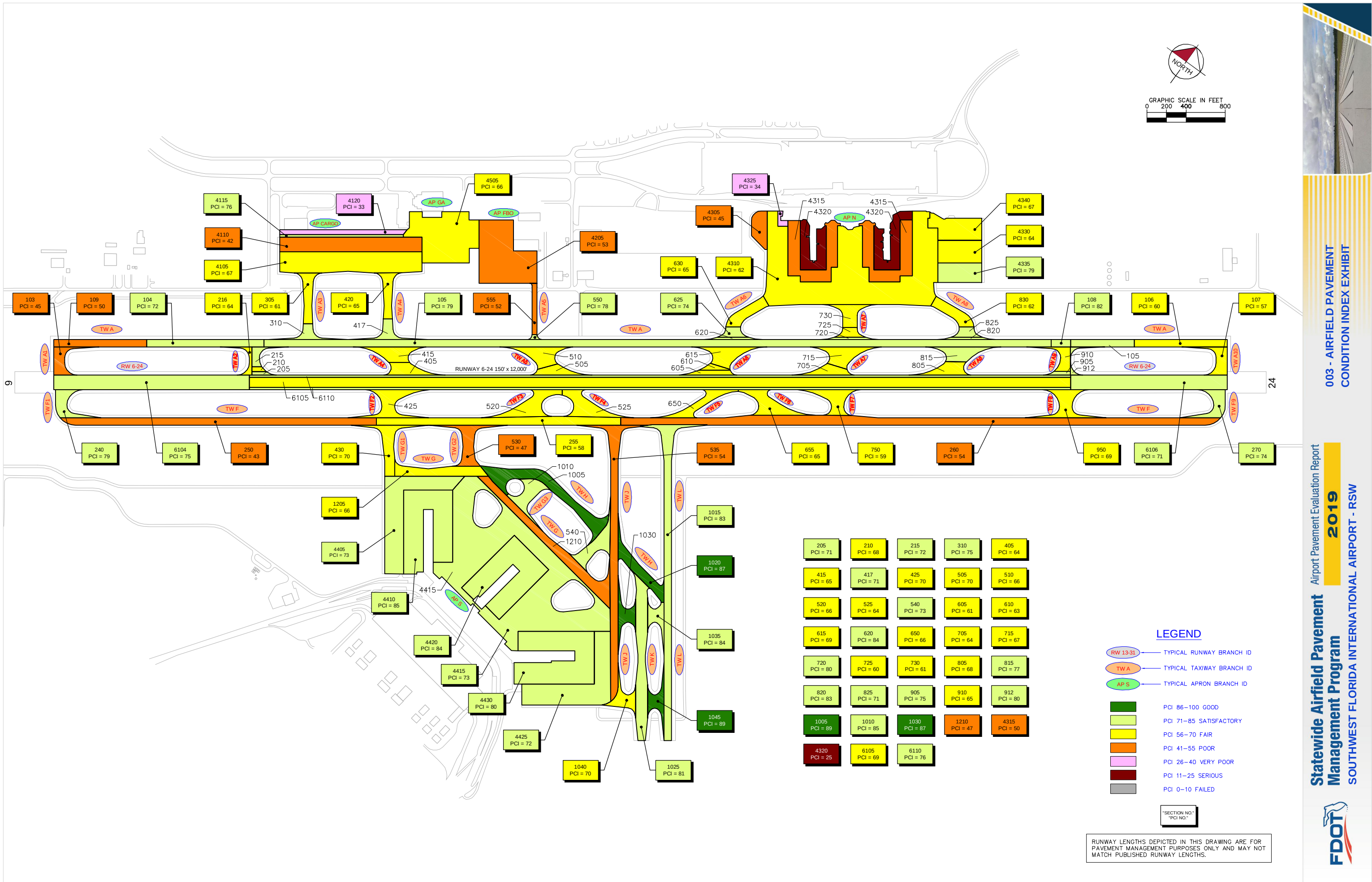
SECTION NO.
 PCI NO.

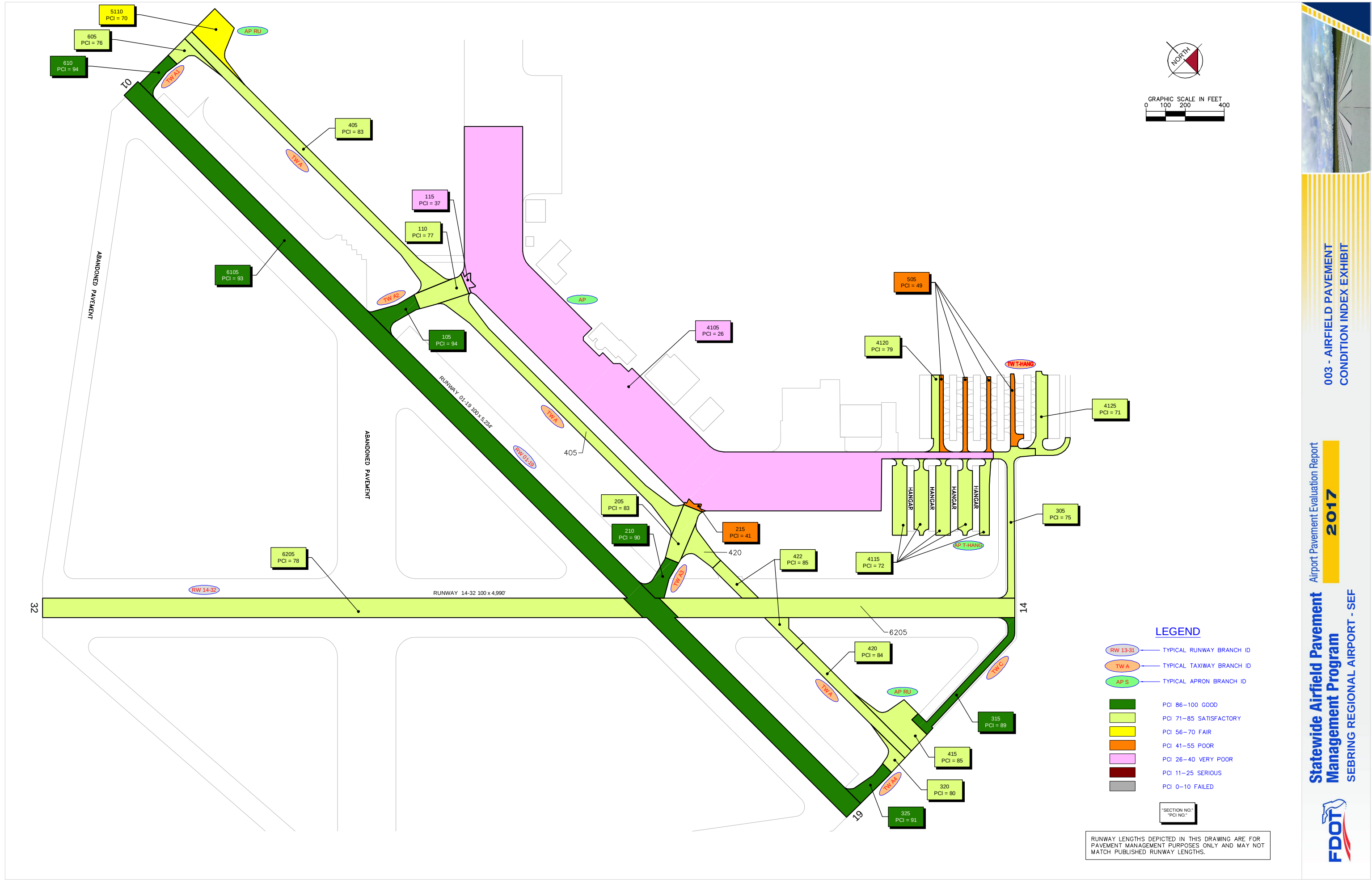
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



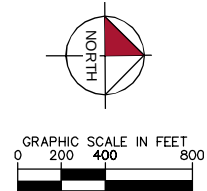
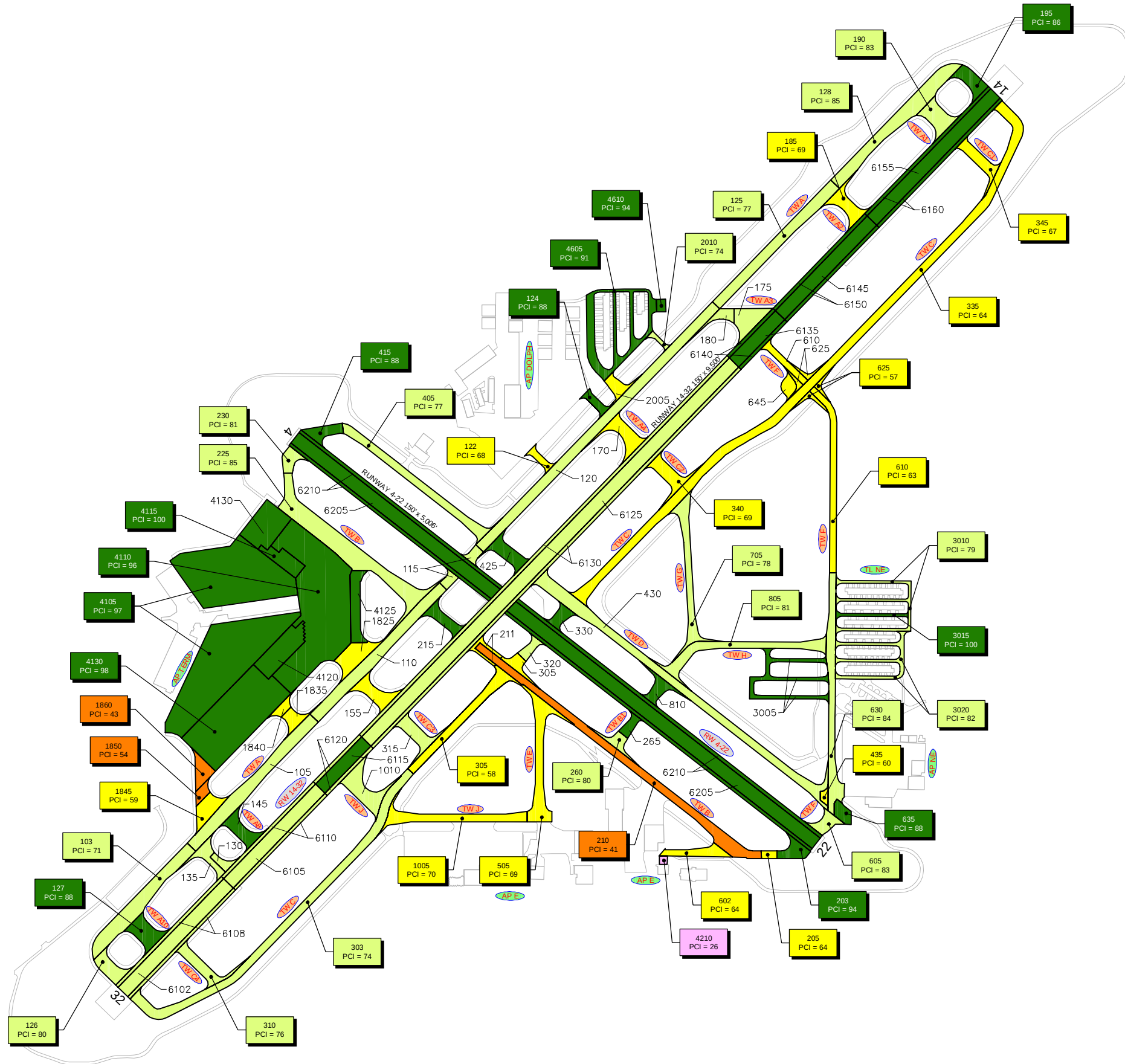








003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT



105 PCI = 74	110 PCI = 78	115 PCI = 80	120 PCI = 79	130 PCI = 77
135 PCI = 72	145 PCI = 89	155 PCI = 65	170 PCI = 61	175 PCI = 80
180 PCI = 84	211 PCI = 59	215 PCI = 90	265 PCI = 92	315 PCI = 77
320 PCI = 85	330 PCI = 94	425 PCI = 94	430 PCI = 80	645 PCI = 66
810 PCI = 94	1010 PCI = 78	1825 PCI = 61	1835 PCI = 65	1840 PCI = 66
2005 PCI = 68	3005 PCI = 94	4120 PCI = 88	4125 PCI = 88	6102 PCI = 83
6105 PCI = 84	6108 PCI = 82	6110 PCI = 81	6115 PCI = 86	6120 PCI = 82
6125 PCI = 85	6130 PCI = 82	6135 PCI = 87	6140 PCI = 86	6145 PCI = 86
6150 PCI = 88	6155 PCI = 89	6160 PCI = 93	6205 PCI = 88	6210 PCI = 88

LEGEND

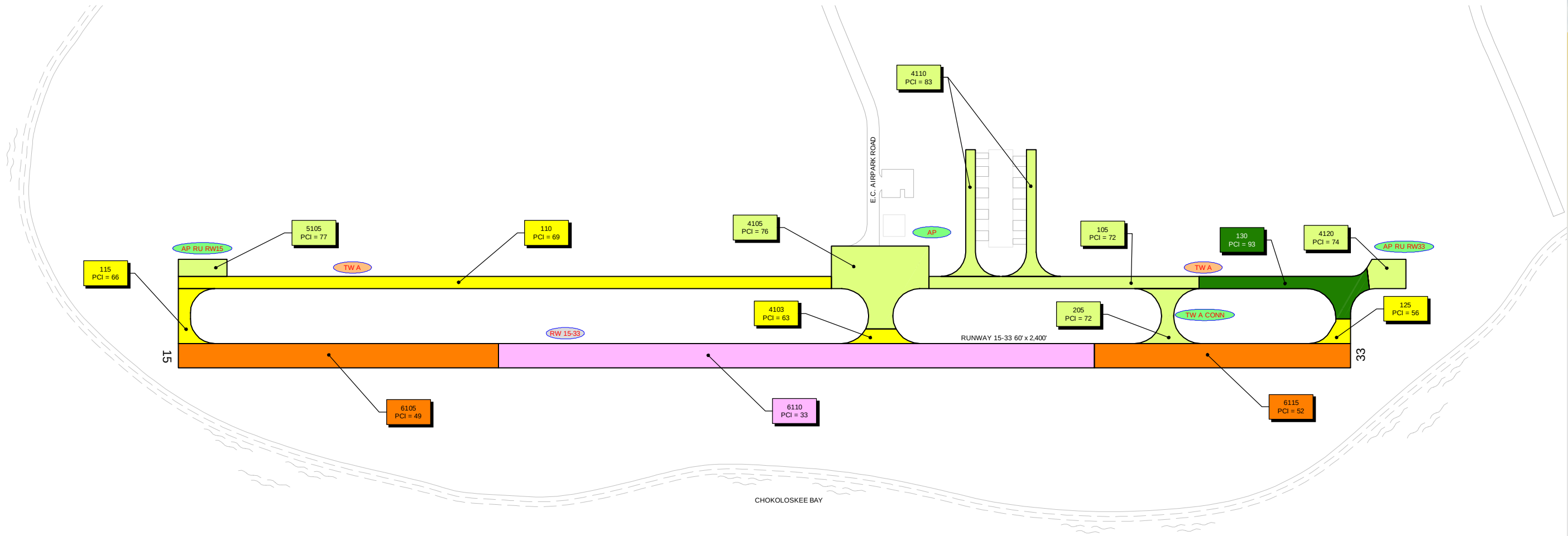
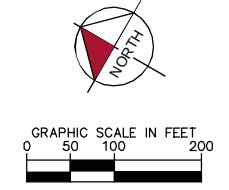
RW 13-31 — TYPICAL RUNWAY BRANCH ID
TWA — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

PCI 86-100 GOOD
PCI 71-85 SATISFACTORY
PCI 56-70 FAIR
PCI 41-55 POOR
PCI 26-40 VERY POOR
PCI 11-25 SERIOUS
PCI 0-10 FAILED

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.







LEGEND

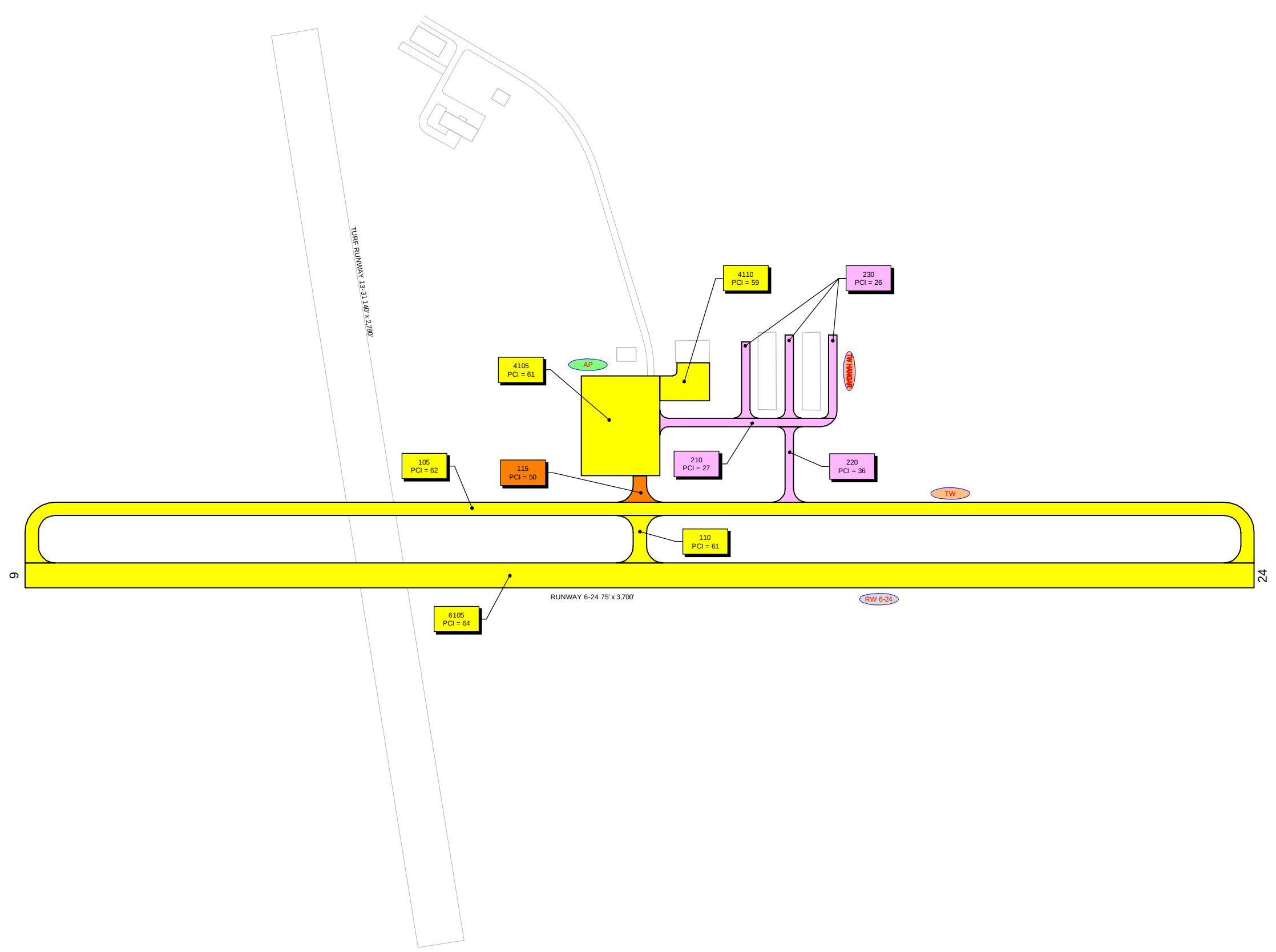
— TYPICAL RUNWAY BRANCH ID
— TYPICAL TAXIWAY BRANCH ID
— TYPICAL APRON BRANCH ID

Green	PCI 86-100 GOOD
Light Green	PCI 71-85 SATISFACTORY
Yellow	PCI 56-70 FAIR
Orange	PCI 41-55 POOR
Pink	PCI 26-40 VERY POOR
Dark Red	PCI 11-25 SERIOUS
Grey	PCI 0-10 FAILED

SECTION NO. _____
PCI NO. _____

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TWA TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED

"SECTION NO."
"PCI NO."

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

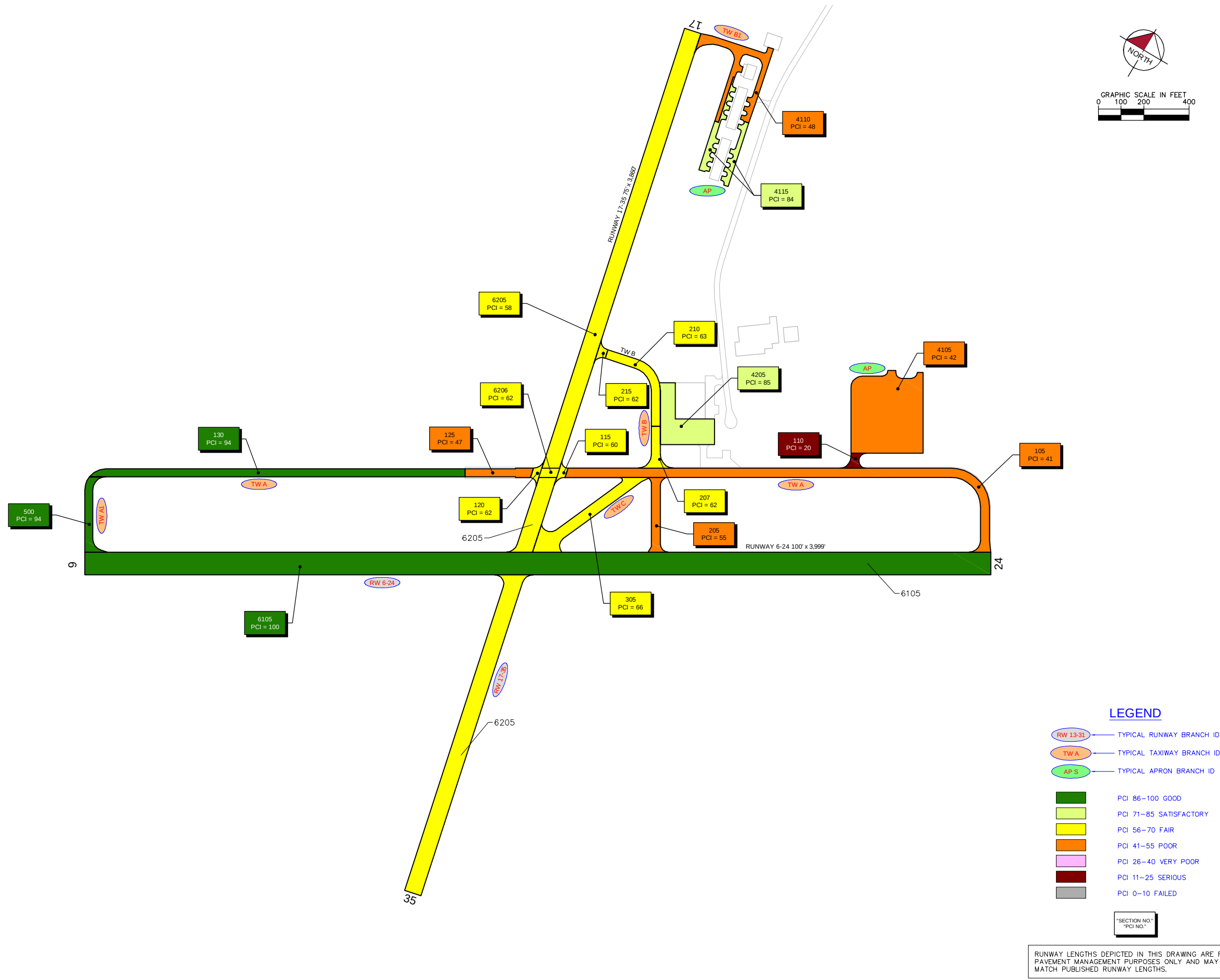


003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

**Statewide Airfield Pavement
Management Program**
ARCADIA MUNICIPAL AIRPORT - X06





003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT



RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



Appendix C

Airfield Pavement Major Rehabilitation Tables

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM
District Airfield Pavement Evaluation Report

DISTRICT

1

Table C-1 – 10-Year Major Rehabilitation Planning Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
Airglades Airport (2IS)								
2018	2IS	AP E	4505	AC	102,944	36	AC Reconstruction	\$ 927,000
2018	2IS	AP HANG	4205	PCC	6,912	9	PCC Reconstruction	\$ 104,000
2018	2IS	AP NW	4405	AC	52,932	46	AC Restoration	\$ 428,000
2018	2IS	AP NW	4410	PCC	2,604	9	PCC Reconstruction	\$ 40,000
2018	2IS	AP S	4305	AAC	59,100	25	AC Reconstruction	\$ 532,000
2018	2IS	AP W	4105	AAC	89,758	32	AC Reconstruction	\$ 808,000
2018	2IS	AP W	4110	PCC	14,618	55	PCC Restoration	\$ 147,000
2018	2IS	AP W	4115	AAC	23,595	47	AC Restoration	\$ 190,000
2018	2IS	TW A	103	AAC	74,342	63	AC Restoration	\$ 521,000
2018	2IS	TW A	125	AC	109,989	61	AC Restoration	\$ 770,000
2018	2IS	TW A2	210	AAC	38,437	57	AC Restoration	\$ 270,000
2018	2IS	TW A2	215	AC	41,410	37	AC Reconstruction	\$ 373,000
2018	2IS	TW E AP	710	AC	15,760	59	AC Restoration	\$ 111,000
2018	2IS	TW HANG	405	AAC	33,514	14	AC Reconstruction	\$ 302,000
2018	2IS	TW S	605	AC	45,015	60	AC Restoration	\$ 316,000
2018	2IS	TW W AP	305	AAC	2,718	45	AC Restoration	\$ 23,000
2019	2IS	TW A3	410	AC	34,501	66	AC Restoration	\$ 242,000
2026	2IS	AP HANG	4215	PCC	2,850	84	PCC Restoration	\$ 29,000
2027	2IS	TW A1	104	AAC	26,288	74	AC Restoration	\$ 185,000
Arcadia Municipal Airport (X06)								
2018	X06	AP	4105	AC	71,100	61	AC Restoration	\$ 498,000
2018	X06	AP	4110	AC	15,103	59	AC Restoration	\$ 106,000
2018	X06	RW 6-24	6105	AC	277,500	64	AC Restoration	\$ 1,943,000
2018	X06	TW	105	AC	158,069	62	AC Restoration	\$ 1,107,000
2018	X06	TW	110	AC	7,846	61	AC Restoration	\$ 55,000
2018	X06	TW	115	AC	4,273	50	AC Restoration	\$ 32,000
2018	X06	TW HANGAR	210	AC	13,163	27	AC Reconstruction	\$ 119,000
2018	X06	TW HANGAR	220	AC	6,642	36	AC Reconstruction	\$ 60,000
2018	X06	TW HANGAR	230	AC	18,891	26	AC Reconstruction	\$ 171,000
Avon Park Executive Airport (AVO)								
2018	AVO	AP E	4505	AC	8,514	59	AC Restoration	\$ 60,000
2018	AVO	AP NE	4205	AC	3,000	35	AC Reconstruction	\$ 28,000
2018	AVO	AP NE	4210	AC	11,566	50	AC Restoration	\$ 84,000
2018	AVO	AP NW	4105	AC	40,108	47	AC Restoration	\$ 315,000
2018	AVO	AP S	4305	AC	57,173	30	AC Reconstruction	\$ 515,000
2018	AVO	AP SE	4405	AC	71,243	48	AC Restoration	\$ 545,000
2018	AVO	AP T-HANG	4605	AC	33,849	64	AC Restoration	\$ 237,000
2018	AVO	RW 10-28	6220	AAC	2,625	64	AC Restoration	\$ 19,000
2018	AVO	RW 5-23	6102	AC	108,750	54	AC Restoration	\$ 762,000
2018	AVO	TW A	105	AC	32,506	53	AC Restoration	\$ 228,000
2018	AVO	TW A	110	AC	15,090	62	AC Restoration	\$ 106,000
2018	AVO	TW A	115	AC	7,000	47	AC Restoration	\$ 55,000
2018	AVO	TW A	120	AC	22,435	57	AC Restoration	\$ 158,000
2018	AVO	TW A	135	AC	32,265	64	AC Restoration	\$ 226,000
2018	AVO	TW B	205	AAC	3,838	48	AC Restoration	\$ 30,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	AVO	TW C	305	AC	10,629	63	AC Restoration	\$ 75,000
2018	AVO	TW D	415	AC	9,159	56	AC Restoration	\$ 65,000
2018	AVO	TW F	405	AAC	19,279	40	AC Reconstruction	\$ 174,000
2018	AVO	TW F	407	AAC	3,055	61	AC Restoration	\$ 22,000
2018	AVO	TW H	605	AC	28,704	60	AC Restoration	\$ 201,000
2020	AVO	TW E	505	AC	120,156	67	AC Restoration	\$ 842,000
2021	AVO	RW 10-28	6210	AC	18,827	70	AC Restoration	\$ 132,000
2021	AVO	RW 10-28	6215	AAC	37,125	71	AC Restoration	\$ 260,000
2021	AVO	TW E	502	AC	61,155	68	AC Restoration	\$ 429,000
2023	AVO	RW 10-28	6205	AAC	220,324	76	AC Restoration	\$ 1,543,000
2024	AVO	RW 5-23	6105	AC	215,625	75	AC Restoration	\$ 1,510,000
2025	AVO	RW 5-23	6104	AC	134,350	76	AC Restoration	\$ 941,000
2025	AVO	RW 5-23	6110	AC	78,675	77	AC Restoration	\$ 551,000
2027	AVO	TW B	202	AC	6,624	76	AC Restoration	\$ 47,000

Bartow Municipal Airport (BOW)

2018	BOW	AP FBO	4405	AC	83,163	66	AC Restoration	\$ 583,000
2018	BOW	AP H TW A	5105	AC	29,073	26	AC Reconstruction	\$ 262,000
2018	BOW	AP N	4105	AAC	24,590	54	AC Restoration	\$ 173,000
2018	BOW	AP N	4110	PCC	254,768	23	PCC Reconstruction	\$ 3,822,000
2018	BOW	AP N	4115	AAC	30,089	58	AC Restoration	\$ 211,000
2018	BOW	AP N	4120	AAC	4,597	63	AC Restoration	\$ 33,000
2018	BOW	AP N	4125	AAC	23,419	64	AC Restoration	\$ 164,000
2018	BOW	AP N	4127	AC	6,397	59	AC Restoration	\$ 45,000
2018	BOW	AP N	4130	PCC	146,118	64	PCC Restoration	\$ 1,462,000
2018	BOW	AP N	4132	PCC	17,250	15	PCC Reconstruction	\$ 259,000
2018	BOW	AP T-HANG	4210	PCC	30,250	69	PCC Restoration	\$ 303,000
2018	BOW	RW 5-23	6305	AAC	30,000	53	AC Restoration	\$ 211,000
2018	BOW	RW 5-23	6310	AAC	55,000	49	AC Restoration	\$ 424,000
2018	BOW	RW 5-23	6315	AAC	353,620	53	AC Restoration	\$ 2,476,000
2018	BOW	RW 9R-27L	6205	AC	350,236	22	AC Reconstruction	\$ 3,153,000
2018	BOW	RW 9R-27L	6210	AC	175,118	26	AC Reconstruction	\$ 1,577,000
2018	BOW	RW 9R-27L	6230	AAC	22,390	66	AC Restoration	\$ 157,000
2018	BOW	T-HANG	4205	AC	120,980	47	AC Restoration	\$ 952,000
2018	BOW	T-HANG	4305	AC	28,752	64	AC Restoration	\$ 202,000
2018	BOW	TW A3	115	AAC	44,009	41	AC Restoration	\$ 397,000
2018	BOW	TW C2	310	AAC	30,619	56	AC Restoration	\$ 215,000
2018	BOW	TW C3	315	AAC	41,491	58	AC Restoration	\$ 291,000
2018	BOW	TW C3	320	AAC	4,912	38	AC Reconstruction	\$ 45,000
2018	BOW	TW F	610	AAC	30,778	42	AC Restoration	\$ 274,000
2018	BOW	TW F	615	AAC	5,898	65	AC Restoration	\$ 42,000
2018	BOW	TW G	705	AAC	32,612	39	AC Reconstruction	\$ 294,000
2018	BOW	TW G	710	AAC	34,447	23	AC Reconstruction	\$ 311,000
2020	BOW	RW 9R-27L	6225	AAC	44,518	69	AC Restoration	\$ 312,000
2020	BOW	TW D	420	AC	81,983	67	AC Restoration	\$ 574,000
2022	BOW	RW 9L-27R	6118	AAC	9,250	73	AC Restoration	\$ 65,000
2022	BOW	TW A2	112	AC	43,953	69	AC Restoration	\$ 308,000
2022	BOW	TW D	425	AC	32,996	69	AC Restoration	\$ 231,000
2024	BOW	RW 5-23	6320	AAC	40,640	78	AC Restoration	\$ 285,000

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM
District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2024	BOW	RW 9L-27R	6124	AAC	30,000	78	AC Restoration	\$ 211,000
2025	BOW	RW 9L-27R	6115	AAC	440,000	80	AC Restoration	\$ 3,081,000
2026	BOW	RW 9L-27R	6105	AAC	30,000	83	AC Restoration	\$ 211,000
2026	BOW	RW 9L-27R	6125	APC	30,000	82	AC Restoration	\$ 211,000
2027	BOW	RW 9L-27R	6130	AAC	20,000	86	AC Restoration	\$ 141,000
Everglades Airpark (X01)								
2018	X01	AP	4103	AC	2,700	63	AC Restoration	\$ 19,000
2018	X01	RW 15-33	6105	AC	32,850	49	AC Restoration	\$ 246,000
2018	X01	RW 15-33	6110	AC	61,150	33	AC Reconstruction	\$ 551,000
2018	X01	RW 15-33	6115	AC	26,300	52	AC Restoration	\$ 185,000
2018	X01	TW A	125	AC	2,214	56	AC Restoration	\$ 16,000
2019	X01	TW A	115	AC	3,886	66	AC Restoration	\$ 28,000
2022	X01	TW A	110	AC	33,525	69	AC Restoration	\$ 235,000
2023	X01	AP RU RW33	4120	AC	4,663	74	AC Restoration	\$ 33,000
2025	X01	AP	4105	AC	22,921	76	AC Restoration	\$ 161,000
2025	X01	AP RU RW15	5105	AC	3,500	77	AC Restoration	\$ 25,000
2025	X01	TW A	105	AC	13,850	72	AC Restoration	\$ 97,000
2025	X01	TW A CONN	205	AC	5,409	72	AC Restoration	\$ 38,000
Immokalee Regional Airport (IMM)								
2018	IMM	CROP AP	4105	AC	10,000	33	AC Reconstruction	\$ 91,000
2018	IMM	RW 18-36	6105	PCC	30,000	28	PCC Reconstruction	\$ 451,000
2018	IMM	RW 18-36	6110	PCC	15,000	29	PCC Reconstruction	\$ 226,000
2018	IMM	RW 18-36	6115	AC	406,752	24	AC Reconstruction	\$ 3,661,000
2018	IMM	RW 18-36	6120	AC	206,705	28	AC Reconstruction	\$ 1,861,000
2018	IMM	RW 4-22	6305	PCC	16,098	34	PCC Reconstruction	\$ 242,000
2018	IMM	RW 4-22	6310	PCC	34,357	33	PCC Reconstruction	\$ 516,000
2018	IMM	TW A	205	AC	222,150	25	AC Reconstruction	\$ 2,000,000
2018	IMM	TW A1	210	AC	23,396	20	AC Reconstruction	\$ 211,000
2018	IMM	TW B	110	AC	101,170	25	AC Reconstruction	\$ 911,000
2018	IMM	TW TO AP	305	AC	33,633	61	AC Restoration	\$ 236,000
2021	IMM	AP RU RW36	4310	AC	6,046	70	AC Restoration	\$ 43,000
2025	IMM	AP RU RW36	4305	AC	9,779	77	AC Restoration	\$ 69,000
2025	IMM	AP S	4210	AC	54,026	76	AC Restoration	\$ 379,000
2026	IMM	AP S	4205	AC	29,873	78	AC Restoration	\$ 210,000
LaBelle Municipal Airport (X14)								
2018	X14	AP N	4110	AC	120,823	45	AC Restoration	\$ 1,000,000
2018	X14	AP N	4115	AC	15,424	49	AC Restoration	\$ 116,000
2018	X14	AP N	4120	AC	20,565	32	AC Reconstruction	\$ 186,000
2018	X14	AP N	4135	AC	5,077	18	AC Reconstruction	\$ 46,000
2018	X14	AP N	4140	AC	5,361	42	AC Restoration	\$ 48,000
2018	X14	AP NW	4160	AC	32,354	28	AC Reconstruction	\$ 292,000
2018	X14	AP NW	4165	AC	4,482	23	AC Reconstruction	\$ 41,000
2018	X14	TL NW AP	605	AC	9,425	15	AC Reconstruction	\$ 85,000
2018	X14	TW SE NR	705	AC	20,295	50	AC Restoration	\$ 148,000
2018	X14	TW TO RW	905	AC	10,000	38	AC Reconstruction	\$ 91,000
2021	X14	AP T-HANG	4305	AC	62,326	70	AC Restoration	\$ 437,000
2022	X14	TW TO HANG	510	AC	7,382	69	AC Restoration	\$ 52,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2026	X14	TW A4	115	AC	9,142	75	AC Restoration	\$ 64,000
2027	X14	AP N	4180	PCC	2,740	87	PCC Restoration	\$ 28,000
2027	X14	TW A2	205	AC	9,142	76	AC Restoration	\$ 64,000

Lake Wales Municipal Airport (X07)

2018	X07	AP	4105	AC	108,406	42	AC Restoration	\$ 961,000
2018	X07	AP	4110	AC	27,382	48	AC Restoration	\$ 210,000
2018	X07	RW 17-35	6205	AAC	290,145	58	AC Restoration	\$ 2,032,000
2018	X07	RW 17-35	6206	AAC	3,155	62	AC Restoration	\$ 23,000
2018	X07	TW A	105	AC	85,999	41	AC Restoration	\$ 775,000
2018	X07	TW A	110	AC	3,314	20	AC Reconstruction	\$ 30,000
2018	X07	TW A	115	AAC	1,989	60	AC Restoration	\$ 14,000
2018	X07	TW A	120	AAC	2,159	62	AC Restoration	\$ 16,000
2018	X07	TW A	125	AC	10,727	47	AC Restoration	\$ 85,000
2018	X07	TW B	205	AC	14,037	55	AC Restoration	\$ 99,000
2018	X07	TW B	207	AAC	8,945	62	AC Restoration	\$ 63,000
2018	X07	TW B	210	AAC	18,096	63	AC Restoration	\$ 127,000
2018	X07	TW B	215	AAC	2,166	62	AC Restoration	\$ 16,000
2018	X07	TW C	305	AAC	32,049	66	AC Restoration	\$ 225,000

Lakeland Linder International Airport (LAL)

2020	LAL	AP N	4140	AC	127,950	59	AC Restoration	\$ 1,216,000
2020	LAL	AP NE	4215	AC	10,562	17	AC Reconstruction	\$ 133,000
2020	LAL	AP NW	4605	AC	40,818	63	AC Restoration	\$ 388,000
2020	LAL	AP NW	4610	AC	9,949	58	AC Restoration	\$ 95,000
2020	LAL	AP NW	4612	PCC	8,809	9	PCC Reconstruction	\$ 177,000
2020	LAL	AP NW	4615	PCC	33,325	13	PCC Reconstruction	\$ 667,000
2020	LAL	AP NW	4620	PCC	18,190	29	PCC Reconstruction	\$ 364,000
2020	LAL	AP NW	4630	PCC	1,780	60	PCC Restoration	\$ 25,000
2020	LAL	AP NW	4645	AC	6,608	48	AC Restoration	\$ 67,000
2020	LAL	AP RU SW	5105	AC	7,735	39	AC Restoration	\$ 97,000
2020	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	\$ 104,000
2020	LAL	AP SW	4405	AC	12,763	32	AC Reconstruction	\$ 160,000
2020	LAL	AP SW	4407	PCC	38,471	20	PCC Reconstruction	\$ 770,000
2020	LAL	AP SW	4410	AC	14,742	13	AC Reconstruction	\$ 185,000
2020	LAL	AP SW	905	AC	105,514	51	AC Restoration	\$ 1,003,000
2020	LAL	AP SW	915	AC	11,499	14	AC Reconstruction	\$ 144,000
2020	LAL	AP SW	917	PCC	4,533	7	PCC Reconstruction	\$ 91,000
2020	LAL	AP SW	920	AC	4,963	53	AC Restoration	\$ 48,000
2020	LAL	AP SW	922	PCC	4,572	4	PCC Reconstruction	\$ 92,000
2020	LAL	AP SW	925	AC	14,432	36	AC Reconstruction	\$ 181,000
2020	LAL	AP SW	927	PCC	4,824	17	PCC Reconstruction	\$ 97,000
2020	LAL	RW 5-23	6255	AC	39,564	63	AC Restoration	\$ 376,000
2020	LAL	RW 9-27	6130	AC	30,000	64	AC Restoration	\$ 286,000
2020	LAL	RW 9-27	6155	AC	14,167	63	AC Restoration	\$ 135,000
2020	LAL	RW 9-27	6160	AC	9,457	63	AC Restoration	\$ 90,000
2020	LAL	TW A	150	AC	107,625	63	AC Restoration	\$ 1,023,000
2020	LAL	TW A2	115	AC	17,011	61	AC Restoration	\$ 162,000
2020	LAL	TW C	307	AC	33,901	63	AC Restoration	\$ 323,000
2020	LAL	TW D	425	AC	15,514	55	AC Restoration	\$ 148,000
2020	LAL	TW D	430	AC	6,072	49	AC Restoration	\$ 60,000
2020	LAL	TW E	510	AC	139,573	55	AC Restoration	\$ 1,326,000
2020	LAL	TW E	515	AC	29,739	32	AC Reconstruction	\$ 372,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	TW E	520	PCC	15,000	37	PCC Reconstruction	\$ 301,000
2020	LAL	TW E	525	AC	58,582	46	AC Restoration	\$ 623,000
2020	LAL	TW E	540	AC	11,282	46	AC Restoration	\$ 120,000
2020	LAL	TW E	545	AC	8,501	51	AC Restoration	\$ 81,000
2020	LAL	TW F	615	AC	38,505	45	AC Restoration	\$ 421,000
2020	LAL	TW F	619	PCC	4,591	19	PCC Reconstruction	\$ 92,000
2020	LAL	TW H	805	AC	96,842	50	AC Restoration	\$ 921,000
2020	LAL	TW H	820	AC	8,990	45	AC Restoration	\$ 99,000
2020	LAL	TW H	822	PCC	4,846	27	PCC Reconstruction	\$ 97,000
2020	LAL	TW J	245	AC	34,168	55	AC Restoration	\$ 325,000
2020	LAL	TW K	240	AC	35,856	50	AC Restoration	\$ 341,000
2020	LAL	TW P2	1610	AAC	26,579	64	AC Restoration	\$ 253,000
2021	LAL	RW 5-23	6215	AC	252,500	64	AC Restoration	\$ 2,399,000
2021	LAL	RW 5-23	6250	AC	83,118	64	AC Restoration	\$ 790,000
2021	LAL	RW 9-27	6115	AC	100,000	64	AC Restoration	\$ 951,000
2021	LAL	RW 9-27	6150	AC	370,833	64	AC Restoration	\$ 3,524,000
2021	LAL	RW 9-27	6180	AAC	11,250	64	AC Restoration	\$ 107,000
2022	LAL	TW A	151	AC	10,105	64	AC Restoration	\$ 97,000
2022	LAL	TW C	305	AC	99,742	64	AC Restoration	\$ 948,000
2023	LAL	AP NW	4625	AC	26,470	64	AC Restoration	\$ 252,000
2024	LAL	AP NW	4665	AC	18,572	64	AC Restoration	\$ 177,000
2024	LAL	AP S	4510	AC	304,107	64	AC Restoration	\$ 2,890,000
2024	LAL	RW 5-23	6245	AC	166,242	64	AC Restoration	\$ 1,580,000
2024	LAL	TW A3	120	AC	20,210	63	AC Restoration	\$ 193,000
2024	LAL	TW A5	155	AC	57,635	63	AC Restoration	\$ 548,000
2024	LAL	TW B	210	AC	164,555	64	AC Restoration	\$ 1,564,000
2024	LAL	TW E	503	AC	8,591	63	AC Restoration	\$ 82,000
2024	LAL	TW K	238	AC	18,088	63	AC Restoration	\$ 172,000
2025	LAL	AP SE	4310	AAC	139,322	63	AC Restoration	\$ 1,324,000
2025	LAL	RW 5-23	6265	AAC	11,510	64	AC Restoration	\$ 110,000
2025	LAL	TW B2	209	AC	28,288	64	AC Restoration	\$ 269,000
2025	LAL	TW P	1605	AAC	186,786	64	AC Restoration	\$ 1,775,000
2025	LAL	TW P1	1603	AAC	62,154	64	AC Restoration	\$ 591,000
2028	LAL	AP CENTER	4705	AAC	211,428	63	AC Restoration	\$ 2,009,000
2028	LAL	AP N	4123	AC	82,949	63	AC Restoration	\$ 789,000
2028	LAL	AP N	4145	AC	39,944	63	AC Restoration	\$ 380,000
2029	LAL	AP N	4150	AAC	61,106	63	AC Restoration	\$ 581,000

Marco Island Airport (MKY)

2025	MKY	AP NW	4105	AC	12,198	76	AC Restoration	\$ 86,000
------	-----	-------	------	----	--------	----	----------------	-----------

Naples Municipal Airport (APF)

2020	APF	AP COMMERC	4105	AC	144,660	60	AC Restoration	\$ 1,592,000
2020	APF	AP COMMERC	4106	AC	24,709	59	AC Restoration	\$ 272,000
2020	APF	AP COMMERC	4110	AC	117,284	29	AC Reconstruction	\$ 1,642,000
2020	APF	AP COMMERC	4112	AC	68,137	65	AC Restoration	\$ 750,000
2020	APF	AP GA	4217	AC	46,700	49	AC Restoration	\$ 552,000
2020	APF	AP GA	4220	AC	46,700	41	AC Restoration	\$ 654,000
2020	APF	AP GA	4225	AC	47,646	39	AC Reconstruction	\$ 668,000
2020	APF	AP GA	4230	AAC	97,406	53	AC Restoration	\$ 1,078,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	APF	AP GA	4244	AC	10,953	52	AC Restoration	\$ 121,000
2020	APF	AP GA	4245	AC	67,564	41	AC Restoration	\$ 946,000
2020	APF	AP GA	4255	AAC	145,777	61	AC Restoration	\$ 1,604,000
2020	APF	AP GA	4260	AAC	40,671	65	AC Restoration	\$ 448,000
2020	APF	AP GA	4270	AC	119,805	59	AC Restoration	\$ 1,318,000
2020	APF	AP GA	4280	AC	59,765	42	AC Restoration	\$ 832,000
2020	APF	AP GA	4285	PCC	16,426	64	PCC Restoration	\$ 280,000
2020	APF	AP GA	4287	PCC	8,424	59	PCC Restoration	\$ 144,000
2020	APF	AP GA	4290	AC	190,751	62	AC Restoration	\$ 2,099,000
2020	APF	AP GA	4295	AC	155,873	28	AC Reconstruction	\$ 2,183,000
2020	APF	TW A	165	AAC	9,099	59	AC Restoration	\$ 101,000
2020	APF	TW B1	250	AAC	5,900	62	AC Restoration	\$ 65,000
2020	APF	TW C	315	AC	21,588	63	AC Restoration	\$ 238,000
2020	APF	TW D3	1110	AC	14,000	32	AC Reconstruction	\$ 196,000
2021	APF	AP GA	4257	AC	20,435	67	AC Restoration	\$ 225,000
2021	APF	AP GA	4265	AC	48,846	67	AC Restoration	\$ 538,000
2021	APF	AP GA	4292	AC	92,514	68	AC Restoration	\$ 1,018,000
2021	APF	TW D2	1105	AC	9,886	66	AC Restoration	\$ 109,000
2023	APF	AP COMMERC	4113	AC	16,079	70	AC Restoration	\$ 177,000
2023	APF	AP GA	4215	AAC	11,844	72	AC Restoration	\$ 131,000
2023	APF	AP RU 32	5205	AC	30,398	70	AC Restoration	\$ 335,000
2023	APF	RW 5-23	6105	AAC	484,000	74	AC Restoration	\$ 5,324,000
2023	APF	RW 5-23	6115	AAC	45,000	74	AC Restoration	\$ 495,000
2023	APF	TW A1	105	AAC	9,280	71	AC Restoration	\$ 103,000
2025	APF	RW 5-23	6120	AAC	22,500	77	AC Restoration	\$ 248,000
2025	APF	TW E	505	AC	46,109	70	AC Restoration	\$ 508,000
2025	APF	TW T	2005	AAC	27,959	75	AC Restoration	\$ 308,000
2026	APF	AP COMMERC	4111	AC	101,012	76	AC Restoration	\$ 1,112,000
2026	APF	TW A	175	AAC	3,697	76	AC Restoration	\$ 41,000
2027	APF	AP GA	4210	AAC	290,481	82	AC Restoration	\$ 3,196,000
2027	APF	AP GA	4223	AAC	48,942	83	AC Restoration	\$ 539,000
2027	APF	AP N	4430	AAC	6,770	83	AC Restoration	\$ 75,000
2027	APF	RW 5-23	6110	AAC	242,000	80	AC Restoration	\$ 2,662,000
2027	APF	TW A6	130	AAC	31,582	79	AC Restoration	\$ 348,000
2027	APF	TW G	710	AAC	10,337	78	AC Restoration	\$ 114,000
2028	APF	RW 14-32	6215	AAC	24,414	82	AC Restoration	\$ 269,000
2028	APF	TW A4	160	AAC	10,781	81	AC Restoration	\$ 119,000
2028	APF	TW C	327	AAC	9,597	81	AC Restoration	\$ 106,000
2028	APF	TW G	715	AAC	6,318	81	AC Restoration	\$ 70,000
2029	APF	TW A	115	AAC	106,500	83	AC Restoration	\$ 1,172,000
2029	APF	TW A1	103	AAC	14,160	84	AC Restoration	\$ 156,000
2029	APF	TW A2	106	AAC	11,802	82	AC Restoration	\$ 130,000
2029	APF	TW A5	120	AAC	38,527	82	AC Restoration	\$ 424,000
2029	APF	TW B	220	AAC	3,842	83	AC Restoration	\$ 43,000
2029	APF	TW B	270	AC	37,199	75	AC Restoration	\$ 410,000
2029	APF	TW C	310	AAC	102,686	82	AC Restoration	\$ 1,130,000
2029	APF	TW C	322	AAC	10,793	82	AC Restoration	\$ 119,000
2029	APF	TW C	330	AAC	91,714	82	AC Restoration	\$ 1,009,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2029	APF	TW D	410	AAC	10,191	83	AC Restoration	\$ 113,000
Okeechobee County Airport (OBE)								
2018	OBE	AP	4110	AAC	53,454	65	AC Restoration	\$ 375,000
2018	OBE	RW 14-32	6205	AAC	281,325	56	AC Restoration	\$ 1,970,000
2018	OBE	T-HANG	4205	AC	17,395	65	AC Restoration	\$ 122,000
2018	OBE	TW A	130	AC	1,391	40	AC Reconstruction	\$ 13,000
2018	OBE	TW B	205	AAC	151,420	52	AC Restoration	\$ 1,060,000
2018	OBE	TW D	405	AC	14,810	64	AC Restoration	\$ 104,000
2019	OBE	TW A	115	AAC	2,137	67	AC Restoration	\$ 15,000
2021	OBE	RW 5-23	6105	AAC	250,000	71	AC Restoration	\$ 1,751,000
2024	OBE	AP	4105	AAC	139,680	79	AC Restoration	\$ 978,000
2027	OBE	RW 5-23	6107	AAC	250,000	85	AC Restoration	\$ 1,751,000
Page Field (FMY)								
2020	FMY	AP N	4305	AAC	331,560	57	AC Restoration	\$ 3,150,000
2020	FMY	AP NW	5105	AC	11,434	66	AC Restoration	\$ 109,000
2020	FMY	AP S	4120	AAC	131,633	49	AC Restoration	\$ 1,387,000
2020	FMY	AP SE	4415	AAC	172,279	41	AC Restoration	\$ 2,154,000
2020	FMY	AP SW	4215	AC	155,867	48	AC Restoration	\$ 1,625,000
2020	FMY	AP SW	4220	AC	49,071	52	AC Restoration	\$ 467,000
2020	FMY	TW A3	150	AAC	67,098	61	AC Restoration	\$ 638,000
2020	FMY	TW A6	175	AAC	4,324	65	AC Restoration	\$ 42,000
2020	FMY	TW B	205	AC	165,455	65	AC Restoration	\$ 1,572,000
2020	FMY	TW B	270	AC	2,906	55	AC Restoration	\$ 28,000
2020	FMY	TW D	136	AC	9,753	61	AC Restoration	\$ 93,000
2020	FMY	TW D2	160	AAC	13,679	29	AC Reconstruction	\$ 171,000
2021	FMY	AP S	4105	AAC	190,656	69	AC Restoration	\$ 1,812,000
2021	FMY	TW B1	207	AC	19,766	67	AC Restoration	\$ 188,000
2021	FMY	TW D	135	AAC	23,750	67	AC Restoration	\$ 226,000
2024	FMY	TW A	115	AAC	17,123	70	AC Restoration	\$ 163,000
2024	FMY	TW D	137	AAC	56,400	70	AC Restoration	\$ 536,000
2024	FMY	TW E2	505	AC	10,252	71	AC Restoration	\$ 98,000
2025	FMY	AP S	4115	AC	19,731	73	AC Restoration	\$ 188,000
2025	FMY	AP SW	4205	AC	118,829	74	AC Restoration	\$ 1,129,000
2026	FMY	TW A7	120	AAC	28,228	72	AC Restoration	\$ 269,000
2026	FMY	TW D	140	AC	24,471	74	AC Restoration	\$ 233,000
2027	FMY	AP S	4110	AC	92,757	77	AC Restoration	\$ 882,000
2027	FMY	AP SE	4420	AC	249,512	78	AC Restoration	\$ 2,371,000
2027	FMY	TW C2	320	AC	42,197	75	AC Restoration	\$ 401,000
2027	FMY	TW E	512	AC	31,577	75	AC Restoration	\$ 300,000
2028	FMY	TW C1	310	AC	29,730	76	AC Restoration	\$ 283,000
2028	FMY	TW E	265	AC	8,453	76	AC Restoration	\$ 81,000
2028	FMY	TW E	510	AC	48,402	76	AC Restoration	\$ 460,000
Punta Gorda Airport (PGD)								
2020	PGD	AP MAIN	4208	PCC	10,625	63	PCC Restoration	\$ 181,000
2020	PGD	AP N	4305	AC	221,433	56	AC Restoration	\$ 2,436,000
2020	PGD	AP N	4320	AC	98,202	59	AC Restoration	\$ 1,081,000
2020	PGD	AP S	4105	AC	192,015	53	AC Restoration	\$ 2,113,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PGD	RW 15-33	6205	AAC	6,582	65	AC Restoration	\$ 73,000
2020	PGD	RW 15-33	6210	AAC	494,128	59	AC Restoration	\$ 5,436,000
2020	PGD	RW 15-33	6215	AAC	253,378	68	AC Restoration	\$ 2,788,000
2020	PGD	RW 15-33	6220	AC	53,287	66	AC Restoration	\$ 587,000
2020	PGD	RW 4-22	6105	AAC	520,000	50	AC Restoration	\$ 5,819,000
2020	PGD	RW 4-22	6115	AAC	149,200	67	AC Restoration	\$ 1,642,000
2020	PGD	RW 4-22	6125	AC	50,300	58	AC Restoration	\$ 554,000
2020	PGD	RW 9-27	6305	AC	151,500	60	AC Restoration	\$ 1,667,000
2020	PGD	TW A	330	AAC	271,000	50	AC Restoration	\$ 3,054,000
2020	PGD	TW C	310	AAC	158,559	58	AC Restoration	\$ 1,745,000
2020	PGD	TW C	350	AAC	3,675	62	AC Restoration	\$ 41,000
2020	PGD	TW D	102	AC	83,519	36	AC Reconstruction	\$ 1,170,000
2020	PGD	TW D	115	AAC	214,000	35	AC Reconstruction	\$ 2,996,000
2020	PGD	TW D	120	AAC	43,181	58	AC Restoration	\$ 475,000
2020	PGD	TW D	155	AAC	4,146	64	AC Restoration	\$ 46,000
2020	PGD	TW D	172	AC	3,508	58	AC Restoration	\$ 39,000
2020	PGD	TW E1	450	AC	7,748	62	AC Restoration	\$ 86,000
2020	PGD	TW F	1105	AC	50,341	62	AC Restoration	\$ 554,000
2020	PGD	TW G	110	AAC	34,930	54	AC Restoration	\$ 385,000
2020	PGD	TW N T-HAN	215	AC	6,938	35	AC Reconstruction	\$ 98,000
2020	PGD	TW T-HANG	4405	AC	22,295	62	AC Restoration	\$ 246,000
2020	PGD	TW T-HANG	4410	AC	15,629	59	AC Restoration	\$ 172,000
2020	PGD	TW T-HANG	4420	AC	45,846	62	AC Restoration	\$ 505,000
2020	PGD	TW T-HANG	4425	AC	27,208	64	AC Restoration	\$ 300,000
2021	PGD	TW A2	365	AAC	38,414	67	AC Restoration	\$ 423,000
2023	PGD	TW T-HANG	4430	AC	14,668	68	AC Restoration	\$ 162,000
2024	PGD	TW C	305	AAC	48,969	72	AC Restoration	\$ 539,000
2024	PGD	TW D	195	AC	3,304	69	AC Restoration	\$ 37,000
2025	PGD	RW 4-22	6110	AAC	262,500	77	AC Restoration	\$ 2,888,000
2025	PGD	RW 4-22	6120	AAC	72,100	78	AC Restoration	\$ 794,000
2026	PGD	AP MAIN	4215	AC	32,858	76	AC Restoration	\$ 362,000
2027	PGD	AP MAIN	4206	AC	194,550	77	AC Restoration	\$ 2,140,000
2027	PGD	TW D	160	AAC	2,534	78	AC Restoration	\$ 28,000
2029	PGD	AP MAIN	4220	AC	31,145	80	AC Restoration	\$ 343,000
2029	PGD	RW 4-22	6130	AC	25,150	82	AC Restoration	\$ 277,000

Sarasota/Bradenton International Airport (SRQ)

2020	SRQ	AP E	4210	PCC	3,900	26	PCC Reconstruction	\$ 90,000
2020	SRQ	TW A4	170	AAC	38,808	61	AC Restoration	\$ 427,000
2020	SRQ	TW A7	155	AAC	35,813	65	AC Restoration	\$ 394,000
2020	SRQ	TW AP E	602	AC	29,806	64	AC Restoration	\$ 328,000
2020	SRQ	TW B	205	AAC	7,200	64	AC Restoration	\$ 80,000
2020	SRQ	TW B	210	AAC	168,433	41	AC Restoration	\$ 2,358,000
2020	SRQ	TW B	211	AC	12,058	59	AC Restoration	\$ 133,000
2020	SRQ	TW C	305	AAC	88,506	58	AC Restoration	\$ 974,000
2020	SRQ	TW C	335	AC	340,865	64	AC Restoration	\$ 3,750,000
2020	SRQ	TW D	435	AC	6,042	60	AC Restoration	\$ 67,000
2020	SRQ	TW F	610	AAC	94,932	63	AC Restoration	\$ 1,045,000
2020	SRQ	TW F	625	AC	25,498	57	AC Restoration	\$ 281,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	SRQ	TW R	1825	AAC	44,574	61	AC Restoration	\$ 491,000
2020	SRQ	TW R	1835	AAC	18,891	65	AC Restoration	\$ 208,000
2020	SRQ	TW R	1840	AAC	11,151	66	AC Restoration	\$ 123,000
2020	SRQ	TW R	1845	AAC	31,533	59	AC Restoration	\$ 347,000
2020	SRQ	TW R	1850	AAC	10,853	54	AC Restoration	\$ 120,000
2020	SRQ	TW R	1860	AAC	24,275	43	AC Restoration	\$ 334,000
2021	SRQ	TW F	645	AC	13,980	66	AC Restoration	\$ 154,000
2022	SRQ	TW A2	185	AAC	35,555	69	AC Restoration	\$ 392,000
2022	SRQ	TW C1	345	AC	32,704	67	AC Restoration	\$ 360,000
2023	SRQ	TW AP DOLP	122	AC	12,538	68	AC Restoration	\$ 138,000
2023	SRQ	TW T1	2005	AC	18,726	68	AC Restoration	\$ 206,000
2024	SRQ	TW A9	135	AAC	25,046	72	AC Restoration	\$ 276,000
2024	SRQ	TW C2	340	AC	36,914	69	AC Restoration	\$ 407,000
2024	SRQ	TW E	505	AC	90,559	69	AC Restoration	\$ 997,000
2025	SRQ	TW A	105	AAC	123,186	74	AC Restoration	\$ 1,356,000
2025	SRQ	TW J	1005	AC	76,394	70	AC Restoration	\$ 841,000
2026	SRQ	TW A	103	AC	110,514	71	AC Restoration	\$ 1,216,000
2026	SRQ	TW A	125	AAC	102,225	77	AC Restoration	\$ 1,125,000
2026	SRQ	TW A9	130	AAC	10,830	77	AC Restoration	\$ 120,000
2027	SRQ	RW 14-32	6110	AAC	50,000	81	AC Restoration	\$ 550,000
2027	SRQ	TL NE	3010	AAC	43,681	79	AC Restoration	\$ 481,000
2027	SRQ	TW A	110	AAC	119,270	78	AC Restoration	\$ 1,312,000
2027	SRQ	TW A	120	AAC	193,796	79	AC Restoration	\$ 2,132,000
2028	SRQ	RW 14-32	6120	AAC	25,000	82	AC Restoration	\$ 275,000
2028	SRQ	RW 14-32	6130	AAC	200,250	82	AC Restoration	\$ 2,203,000
2028	SRQ	TW A	115	AAC	20,371	80	AC Restoration	\$ 225,000
2028	SRQ	TW A3	175	AAC	38,350	80	AC Restoration	\$ 422,000
2028	SRQ	TW B	230	AAC	19,201	81	AC Restoration	\$ 212,000
2028	SRQ	TW C	303	AC	191,641	74	AC Restoration	\$ 2,108,000
2028	SRQ	TW T2	2010	AC	6,382	74	AC Restoration	\$ 71,000
2029	SRQ	RW 14-32	6105	AAC	100,000	84	AC Restoration	\$ 1,100,000
2029	SRQ	RW 14-32	6108	AC	57,500	82	AC Restoration	\$ 633,000
2029	SRQ	TW A3	180	AAC	15,845	84	AC Restoration	\$ 175,000
2029	SRQ	TW F	605	AAC	21,519	83	AC Restoration	\$ 237,000
2029	SRQ	TW F	630	AAC	110,224	84	AC Restoration	\$ 1,213,000

Sebring Regional Airport (SEF)

2018	SEF	AP	4105	PCC	954,796	26	PCC Reconstruction	\$ 14,323,000
2018	SEF	TW A2	115	APC	3,298	37	AC Reconstruction	\$ 30,000
2018	SEF	TW A3	215	APC	2,587	41	AC Restoration	\$ 24,000
2018	SEF	TW T-HANG	505	AC	34,611	49	AC Restoration	\$ 258,000
2021	SEF	AP RU	5110	AC	31,951	70	AC Restoration	\$ 224,000
2022	SEF	AP T-HANG	4115	AC	125,007	72	AC Restoration	\$ 876,000
2022	SEF	AP T-HANG	4125	AC	29,215	71	AC Restoration	\$ 205,000
2026	SEF	RW 14-32	6205	AC	479,927	78	AC Restoration	\$ 3,360,000
2027	SEF	AP T-HANG	4120	AC	15,909	79	AC Restoration	\$ 112,000
2027	SEF	TW C	305	AC	35,167	75	AC Restoration	\$ 247,000

Southwest Florida International Airport (RSW)

2020	RSW	AP CARGO	4105	AAC	306,672	67	AC Restoration	\$ 3,374,000
------	-----	----------	------	-----	---------	----	----------------	--------------

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	RSW	AP CARGO	4110	PCC	217,932	42	PCC Restoration	\$ 5,009,000
2020	RSW	AP CARGO	4120	AC	64,065	33	AC Reconstruction	\$ 897,000
2020	RSW	AP FBO	4205	AC	306,945	53	AC Restoration	\$ 3,377,000
2020	RSW	AP GA	4505	AC	309,375	66	AC Restoration	\$ 3,404,000
2020	RSW	AP N	4305	AC	51,536	45	AC Restoration	\$ 672,000
2020	RSW	AP N	4310	AC	894,457	62	AC Restoration	\$ 9,839,000
2020	RSW	AP N	4315	PCC	335,066	50	PCC Restoration	\$ 6,117,000
2020	RSW	AP N	4320	PCC	210,753	25	PCC Reconstruction	\$ 4,848,000
2020	RSW	AP N	4325	AAC	9,799	34	AC Reconstruction	\$ 138,000
2020	RSW	AP N	4330	AC	104,168	64	AC Restoration	\$ 1,146,000
2020	RSW	TW A	106	AAC	71,250	60	AC Restoration	\$ 784,000
2020	RSW	TW A	109	AAC	71,250	50	AC Restoration	\$ 804,000
2020	RSW	TW A1	103	AAC	41,214	45	AC Restoration	\$ 536,000
2020	RSW	TW A10	107	AAC	41,225	57	AC Restoration	\$ 454,000
2020	RSW	TW A2	216	AAC	15,036	64	AC Restoration	\$ 166,000
2020	RSW	TW A3	305	AAC	52,363	61	AC Restoration	\$ 576,000
2020	RSW	TW A4	405	AAC	41,112	64	AC Restoration	\$ 453,000
2020	RSW	TW A4	415	AAC	54,221	65	AC Restoration	\$ 597,000
2020	RSW	TW A4	420	AAC	47,568	65	AC Restoration	\$ 524,000
2020	RSW	TW A5	510	AAC	63,154	66	AC Restoration	\$ 695,000
2020	RSW	TW A5	555	AC	26,463	52	AC Restoration	\$ 292,000
2020	RSW	TW A6	605	AAC	20,803	61	AC Restoration	\$ 229,000
2020	RSW	TW A6	610	AAC	11,779	63	AC Restoration	\$ 130,000
2020	RSW	TW A6	630	AAC	51,095	65	AC Restoration	\$ 563,000
2020	RSW	TW A7	705	AAC	33,018	64	AC Restoration	\$ 364,000
2020	RSW	TW A7	725	AAC	18,985	60	AC Restoration	\$ 209,000
2020	RSW	TW A7	730	AAC	44,816	61	AC Restoration	\$ 493,000
2020	RSW	TW A8	830	AAC	51,041	62	AC Restoration	\$ 562,000
2020	RSW	TW A9	910	AAC	33,294	65	AC Restoration	\$ 367,000
2020	RSW	TW F	250	AC	239,045	43	AC Restoration	\$ 3,305,000
2020	RSW	TW F	255	AC	201,189	58	AC Restoration	\$ 2,214,000
2020	RSW	TW F	260	AC	487,698	54	AC Restoration	\$ 5,365,000
2020	RSW	TW F4	525	AC	74,713	64	AC Restoration	\$ 822,000
2020	RSW	TW F6	655	AC	72,076	65	AC Restoration	\$ 793,000
2020	RSW	TW F7	750	AC	59,387	59	AC Restoration	\$ 654,000
2020	RSW	TW G	1210	AC	173,181	47	AC Restoration	\$ 2,165,000
2020	RSW	TW G2	530	AC	70,650	47	AC Restoration	\$ 883,000
2020	RSW	TW J	535	AC	247,210	54	AC Restoration	\$ 2,720,000
2021	RSW	AP N	4340	PCC	115,483	67	PCC Restoration	\$ 1,964,000
2021	RSW	RW 6-24	6105	AAC	840,000	69	AC Restoration	\$ 9,240,000
2021	RSW	TW A2	210	AAC	6,095	68	AC Restoration	\$ 68,000
2021	RSW	TW A7	715	AAC	62,592	67	AC Restoration	\$ 689,000
2021	RSW	TW A8	805	AAC	42,625	68	AC Restoration	\$ 469,000
2021	RSW	TW F3	520	AC	80,129	66	AC Restoration	\$ 882,000
2021	RSW	TW F5	650	AC	53,885	66	AC Restoration	\$ 593,000
2021	RSW	TW G	1205	AC	90,091	66	AC Restoration	\$ 991,000
2022	RSW	RW 6-24	6106	AAC	240,000	71	AC Restoration	\$ 2,640,000
2022	RSW	TW A6	615	AAC	62,148	69	AC Restoration	\$ 684,000

District Airfield Pavement Evaluation Report

DISTRICT

1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2023	RSW	RW 6-24	6104	AAC	300,000	75	AC Restoration	\$ 3,300,000
2023	RSW	TW A2	205	AAC	6,253	71	AC Restoration	\$ 69,000
2023	RSW	TW A4	417	AAC	32,475	71	AC Restoration	\$ 358,000
2023	RSW	TW A5	505	AAC	32,212	70	AC Restoration	\$ 355,000
2023	RSW	TW A8	825	AAC	19,914	71	AC Restoration	\$ 220,000
2024	RSW	AP CARGO	4115	AAC	31,550	76	AC Restoration	\$ 348,000
2024	RSW	AP S	4405	AC	273,648	73	AC Restoration	\$ 3,011,000
2024	RSW	AP S	4415	AC	1,015,413	73	AC Restoration	\$ 11,170,000
2024	RSW	AP S	4425	AC	282,885	72	AC Restoration	\$ 3,112,000
2024	RSW	RW 6-24	6110	AAC	420,000	76	AC Restoration	\$ 4,620,000
2024	RSW	TW A	104	AAC	90,000	72	AC Restoration	\$ 990,000
2024	RSW	TW A2	215	AAC	20,920	72	AC Restoration	\$ 231,000
2024	RSW	TW F8	950	AC	65,943	69	AC Restoration	\$ 726,000
2025	RSW	TW A3	310	AAC	27,601	75	AC Restoration	\$ 304,000
2025	RSW	TW A6	625	AAC	19,914	74	AC Restoration	\$ 220,000
2025	RSW	TW A9	905	AAC	7,542	75	AC Restoration	\$ 83,000
2025	RSW	TW F2	425	AC	75,802	70	AC Restoration	\$ 834,000
2025	RSW	TW G1	430	AC	73,615	70	AC Restoration	\$ 810,000
2025	RSW	TW G6	1040	AC	42,233	70	AC Restoration	\$ 465,000
2026	RSW	TW A8	815	AAC	52,835	77	AC Restoration	\$ 582,000
2027	RSW	TW A	105	AAC	652,500	79	AC Restoration	\$ 7,178,000
2027	RSW	TW A5	550	AAC	3,572	78	AC Restoration	\$ 40,000
2028	RSW	TW A7	720	AAC	10,319	80	AC Restoration	\$ 114,000
2028	RSW	TW A9	912	AAC	8,923	80	AC Restoration	\$ 99,000
2028	RSW	TW F9	270	AC	48,514	74	AC Restoration	\$ 534,000
2028	RSW	TW G4	540	AC	68,762	73	AC Restoration	\$ 757,000
2029	RSW	TW A	108	AAC	15,000	82	AC Restoration	\$ 165,000
2029	RSW	TW A6	620	AAC	10,268	84	AC Restoration	\$ 113,000
2029	RSW	TW A8	820	AAC	10,268	83	AC Restoration	\$ 113,000

Venice Municipal Airport (VNC)

2020	VNC	AP	4105	PCC	112,872	21	PCC Reconstruction	\$ 2,258,000
2020	VNC	AP	4115	PCC	35,804	4	PCC Reconstruction	\$ 717,000
2020	VNC	RW 13-31	6120	APC	20,000	61	AC Restoration	\$ 191,000
2020	VNC	RW 13-31	6130	APC	20,000	63	AC Restoration	\$ 191,000
2020	VNC	T-HANG	610	AC	42,593	66	AC Restoration	\$ 405,000
2020	VNC	T-HANG	620	AC	103,188	54	AC Restoration	\$ 981,000
2020	VNC	T-HANG	710	AC	42,414	49	AC Restoration	\$ 429,000
2020	VNC	T-HANG	730	AAC	18,001	59	AC Restoration	\$ 172,000
2020	VNC	TW A	125	AAC	5,738	66	AC Restoration	\$ 55,000
2022	VNC	RW 13-31	6115	APC	30,000	67	AC Restoration	\$ 286,000
2022	VNC	T-HANG	708	AC	11,509	68	AC Restoration	\$ 110,000
2023	VNC	RW 13-31	6125	APC	30,000	68	AC Restoration	\$ 286,000
2023	VNC	T-HANG	605	AC	17,687	69	AC Restoration	\$ 169,000
2028	VNC	RW 13-31	6110	AAC	196,950	74	AC Restoration	\$ 1,872,000

Wauchula Municipal Airport (CHN)

2018	CHN	AP	4105	AC	53,330	65	AC Restoration	\$ 374,000
2018	CHN	RW 18-36	6105	AC	300,300	61	AC Restoration	\$ 2,103,000
2018	CHN	T-HANG W	210	AC	21,541	59	AC Restoration	\$ 151,000

District Airfield Pavement Evaluation Report

DISTRICT

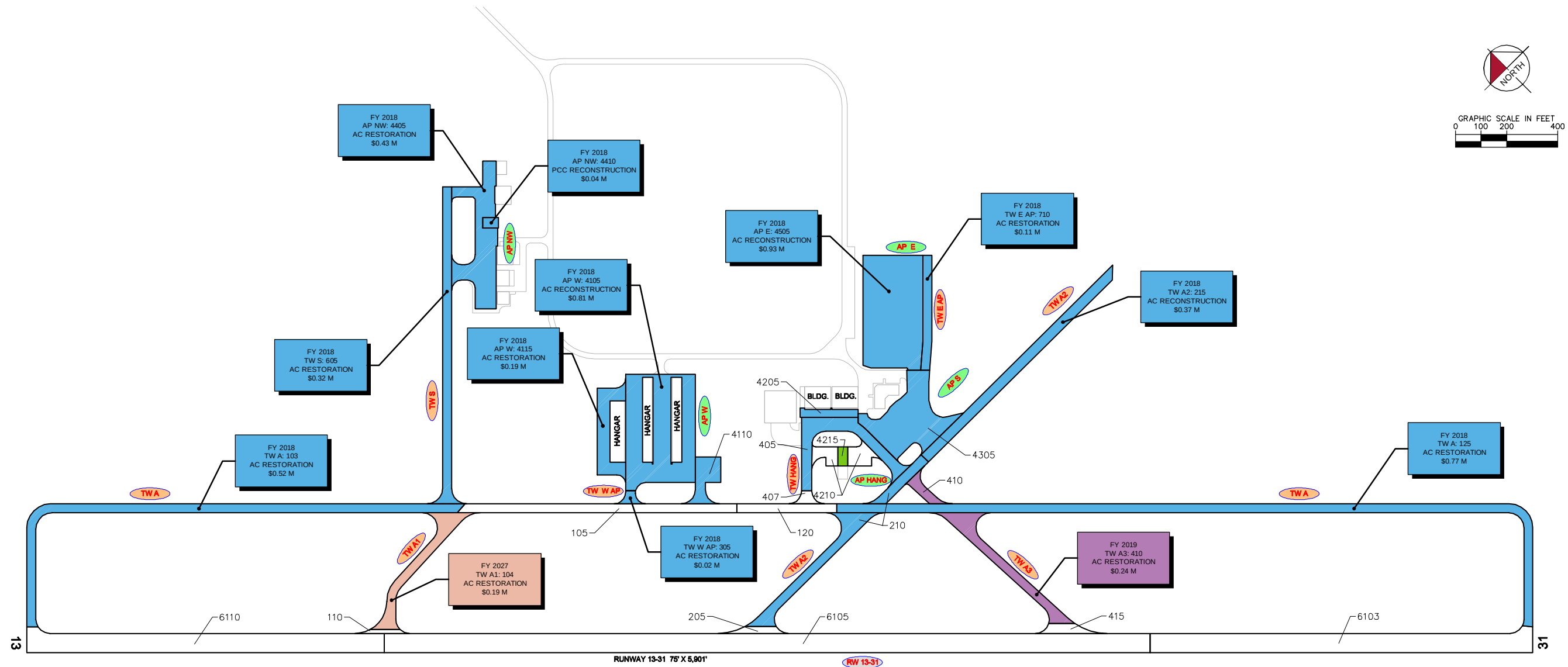
1

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	CHN	T-HANG W	235	AC	20,235	62	AC Restoration	\$ 142,000
2018	CHN	TW PARALL	105	AC	11,017	34	AC Reconstruction	\$ 100,000
2018	CHN	TW PARALL	110	AC	11,150	59	AC Restoration	\$ 79,000
2018	CHN	TW PARALL	115	AC	41,469	62	AC Restoration	\$ 291,000
2018	CHN	TW PARALL	120	AC	59,150	62	AC Restoration	\$ 415,000
2018	CHN	TW PARALL	125	AC	31,012	59	AC Restoration	\$ 218,000
2018	CHN	TW PARALL	160	AC	9,278	59	AC Restoration	\$ 65,000
2018	CHN	TW T-HANG	205	AC	24,332	55	AC Restoration	\$ 171,000
Winter Haven's Gilbert Airport (GIF)								
2018	GIF	AP	4105	AAC	161,696	49	AC Restoration	\$ 1,219,000
2018	GIF	AP	4110	AAC	174,018	41	AC Restoration	\$ 1,567,000
2018	GIF	AP	4115	AC	32,078	35	AC Reconstruction	\$ 289,000
2018	GIF	AP	4120	AC	49,139	52	AC Restoration	\$ 344,000
2018	GIF	AP	4125	AC	12,408	15	AC Reconstruction	\$ 112,000
2018	GIF	AP HANG	4405	AC	23,666	47	AC Restoration	\$ 187,000
2018	GIF	AP RW11-29	5105	AAC	11,639	50	AC Restoration	\$ 85,000
2018	GIF	AP RW11-29	5110	AAC	11,131	50	AC Restoration	\$ 82,000
2018	GIF	AP T-HANG	4205	AC	159,635	55	AC Restoration	\$ 1,118,000
2018	GIF	AP T-HANG	4305	AC	43,314	57	AC Restoration	\$ 304,000
2018	GIF	AP T-HANG	4310	AC	19,911	40	AC Reconstruction	\$ 180,000
2018	GIF	AP W	4705	AC	37,020	12	AC Reconstruction	\$ 334,000
2018	GIF	RW 11-29	6205	AAC	367,600	65	AC Restoration	\$ 2,574,000
2018	GIF	TW A	110	AAC	62,789	63	AC Restoration	\$ 440,000
2018	GIF	TW A	115	AC	2,744	37	AC Reconstruction	\$ 25,000
2018	GIF	TW A	320	AC	23,750	51	AC Restoration	\$ 168,000
2018	GIF	TW A	405	AAC	7,000	51	AC Restoration	\$ 50,000
2018	GIF	TW A	410	AAC	43,255	32	AC Reconstruction	\$ 390,000
2018	GIF	TW A	417	AAC	10,400	58	AC Restoration	\$ 73,000
2018	GIF	TW A2	105	AC	8,491	55	AC Restoration	\$ 60,000
2018	GIF	TW B	205	AC	40,742	36	AC Reconstruction	\$ 367,000
2018	GIF	TW B	210	AC	48,281	64	AC Restoration	\$ 338,000
2018	GIF	TW B	215	AC	68,940	33	AC Reconstruction	\$ 621,000
2018	GIF	TW B	270	AAC	13,236	62	AC Restoration	\$ 93,000
2018	GIF	TW B2	250	AC	8,852	41	AC Restoration	\$ 80,000
2018	GIF	TW B2	310	AAC	3,077	31	AC Reconstruction	\$ 28,000
2018	GIF	TW B2	315	AC	3,386	28	AC Reconstruction	\$ 31,000
2018	GIF	TW B3	260	AAC	12,078	56	AC Restoration	\$ 85,000
2018	GIF	TW C3	305	AAC	22,138	60	AC Restoration	\$ 155,000
2018	GIF	TW D	420	AC	31,033	64	AC Restoration	\$ 218,000
2018	GIF	TW HANG	4605	AC	9,405	15	AC Reconstruction	\$ 85,000
2020	GIF	AP	4123	AAC	17,601	72	AC Restoration	\$ 124,000
2024	GIF	TW B1	240	AAC	10,879	71	AC Restoration	\$ 77,000
2025	GIF	RW 5-23	6105	AAC	182,500	81	AC Restoration	\$ 1,278,000
2026	GIF	RW 5-23	6120	AAC	17,500	82	AC Restoration	\$ 123,000
2026	GIF	TW B3	258	AAC	2,948	73	AC Restoration	\$ 21,000
2027	GIF	RW 11-29	6210	AAC	22,301	86	AC Restoration	\$ 157,000
2027	GIF	RW 5-23	6115	AAC	50,300	85	AC Restoration	\$ 353,000



Appendix D

Major Rehabilitation Exhibits



FY 2018 AP HANG: 4205 PCC RECONSTRUCTION \$0.10 M	FY 2018 AP S: 4305 AC RECONSTRUCTION \$0.53 M	FY 2018 AP W: 4110 PCC RESTORATION \$0.15 M
FY 2018 TW A2: 210 AC RESTORATION \$0.27 M	FY 2018 TW HANG: 405 AC RECONSTRUCTION \$0.30 M	FY 2026 AP HANG: 4215 PCC RESTORATION \$0.03 M

LEGEND

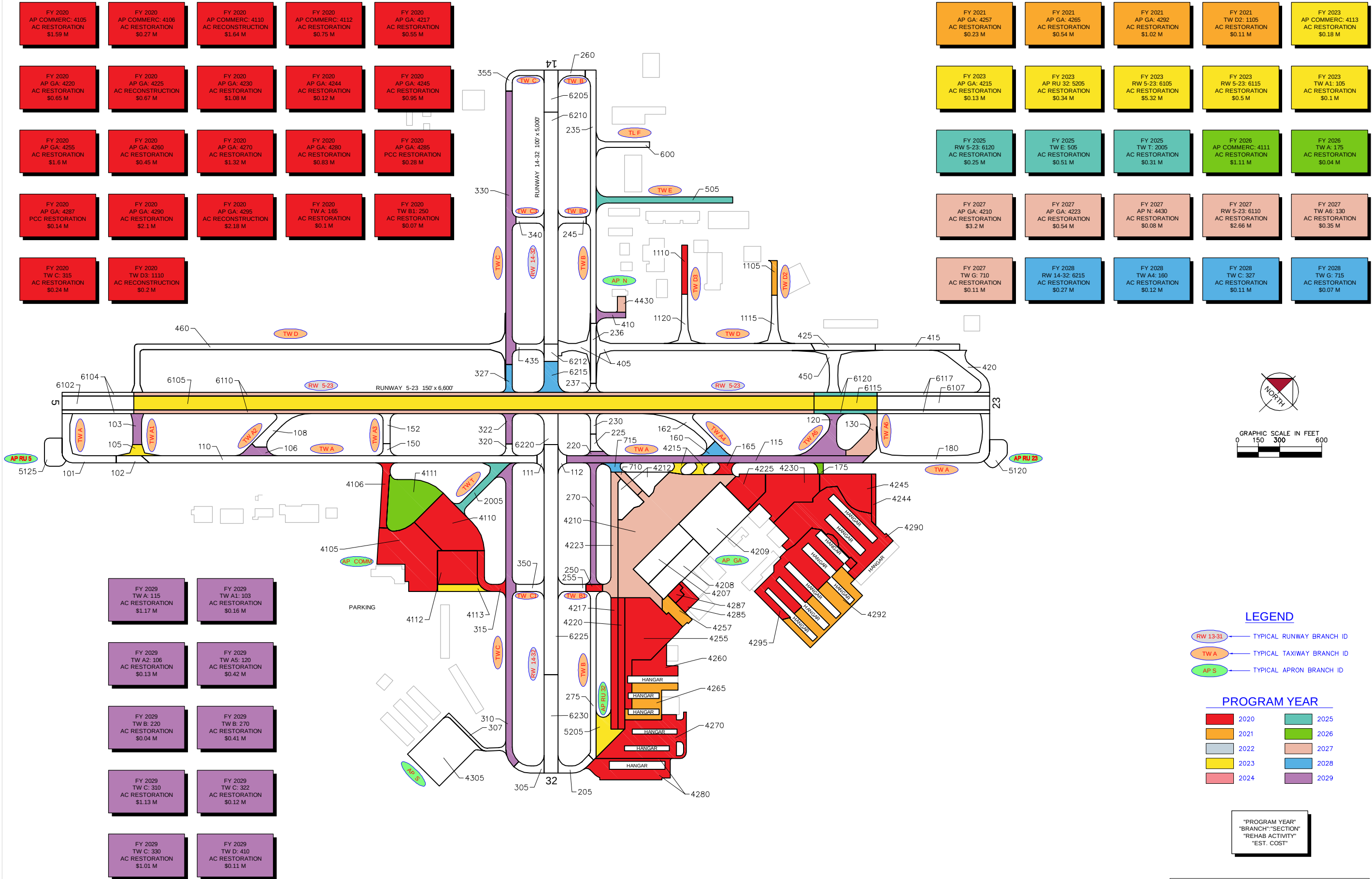
RW 13-31 — TYPICAL RUNWAY BRANCH ID
TW A — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

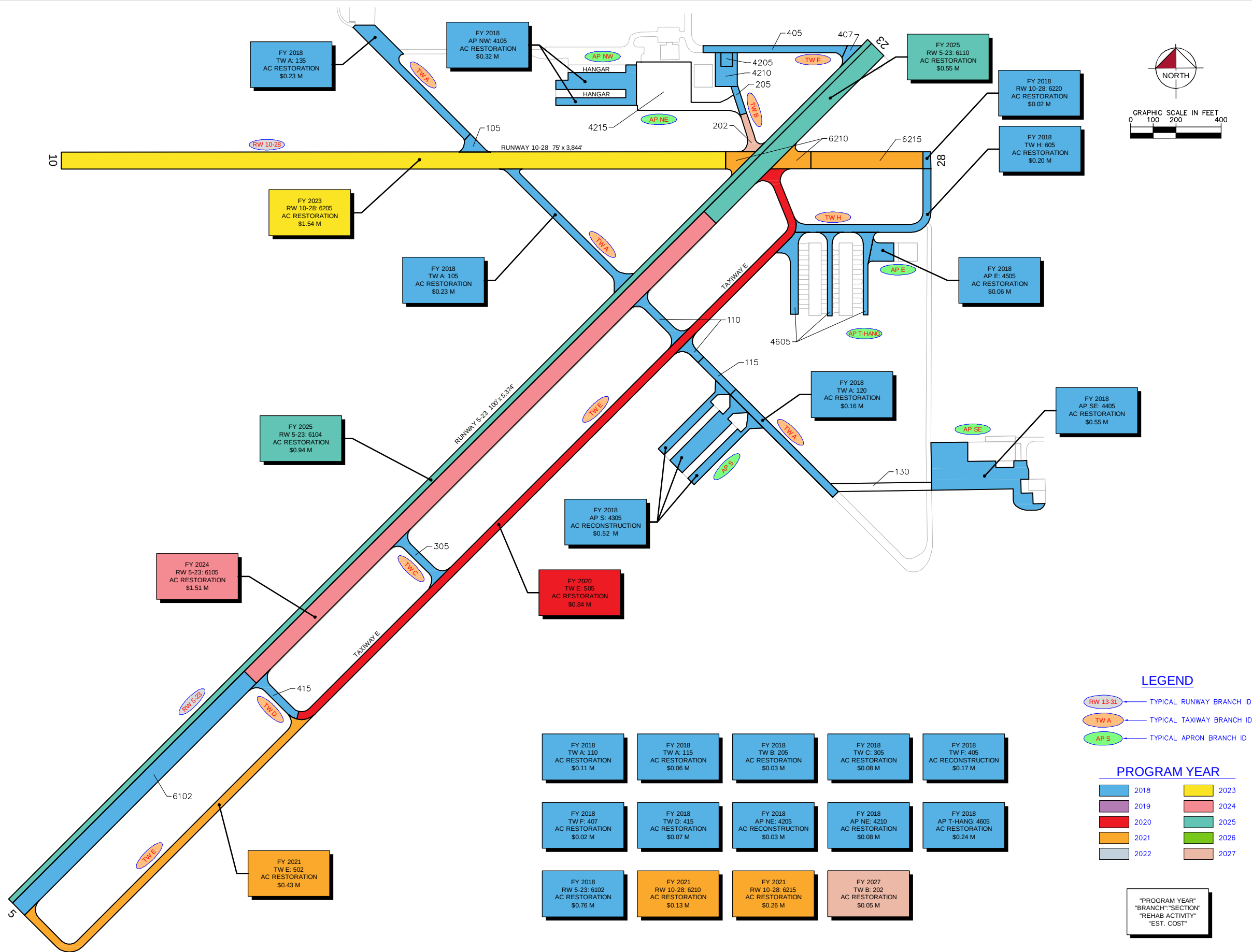
2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

FY 2018
TW F: 615
AC RESTORATION
\$0.04 M

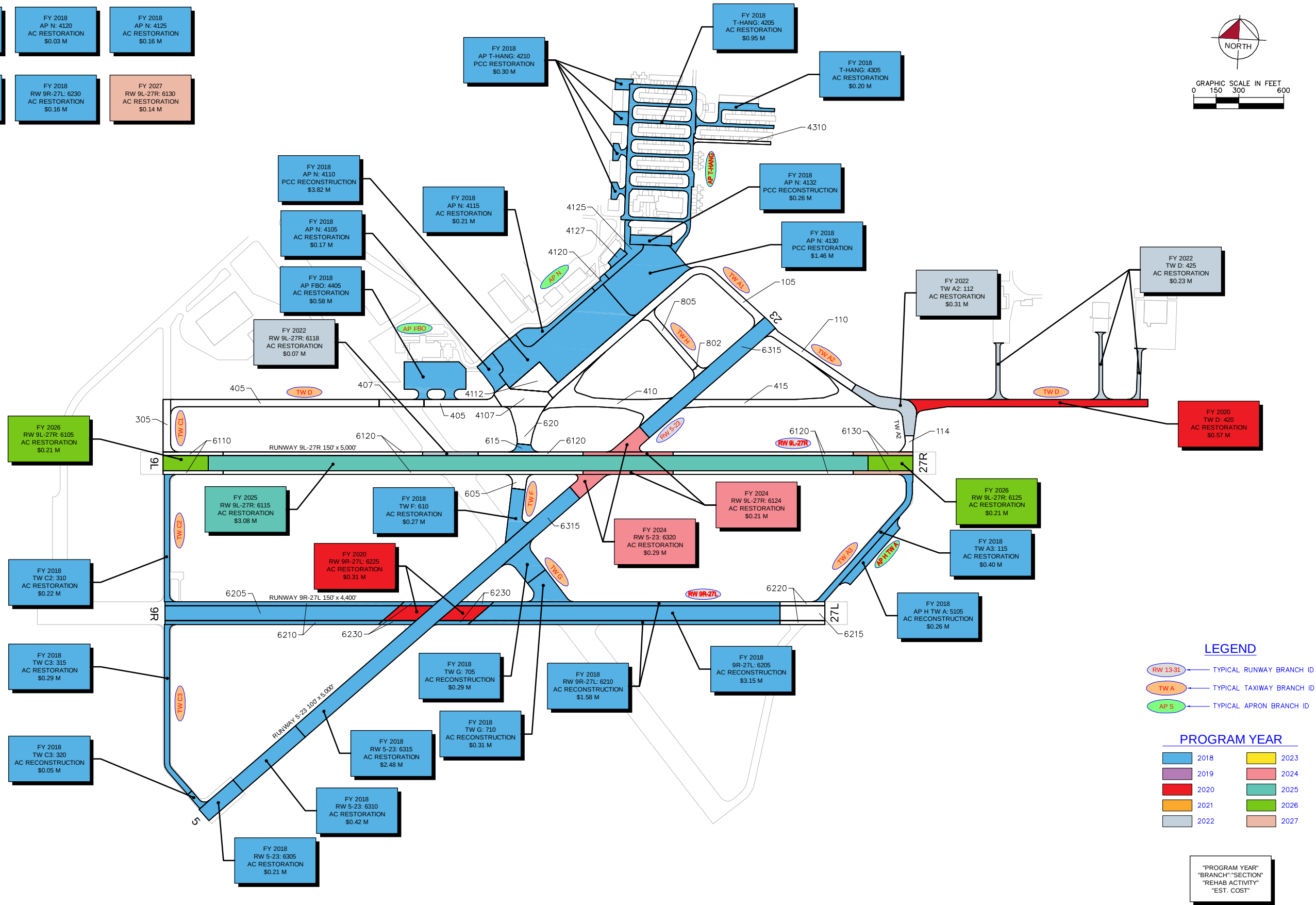
FY 2018
AP N: 4120
AC RESTORATION
\$0.03 M

FY 2018
AP N: 4125
AC RESTORATION
\$0.16 M

FY 2018
AP N: 4127
AC RESTORATION
\$0.05 M

FY 2018
RW 9R-27L: 6230
AC RESTORATION
\$0.16 M

FY 2027
RW 9L-27R: 6130
AC RESTORATION
\$0.14 M

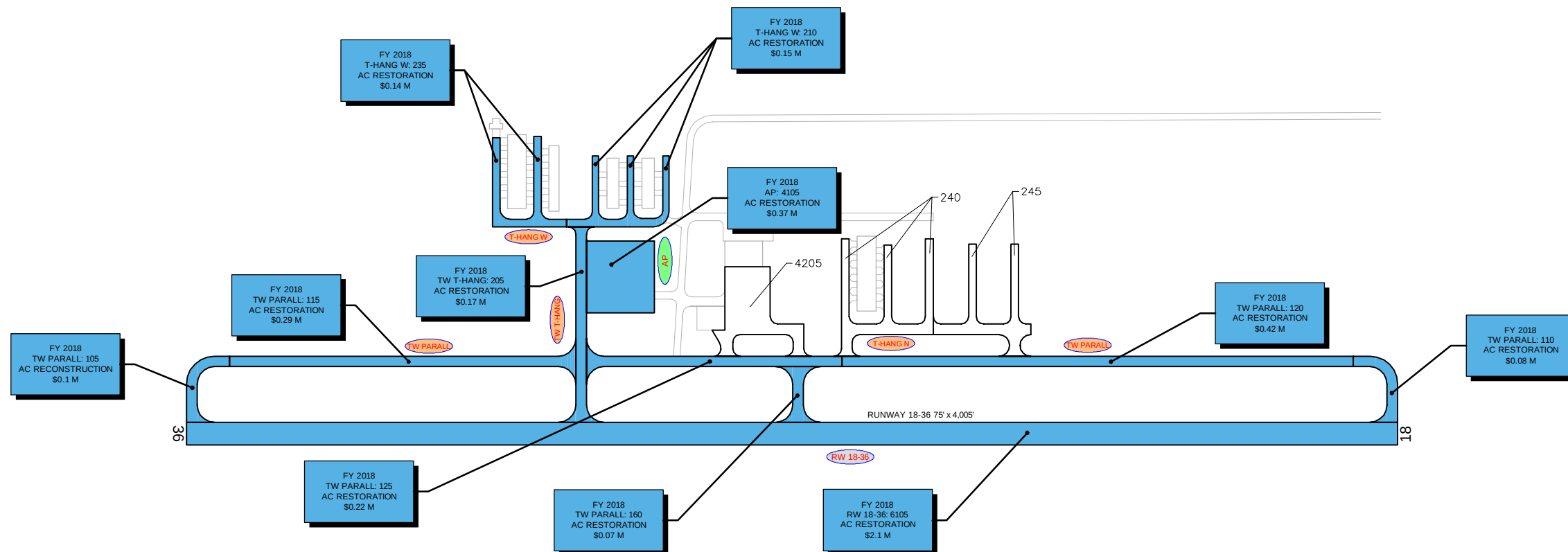
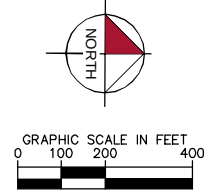


RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

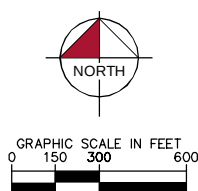
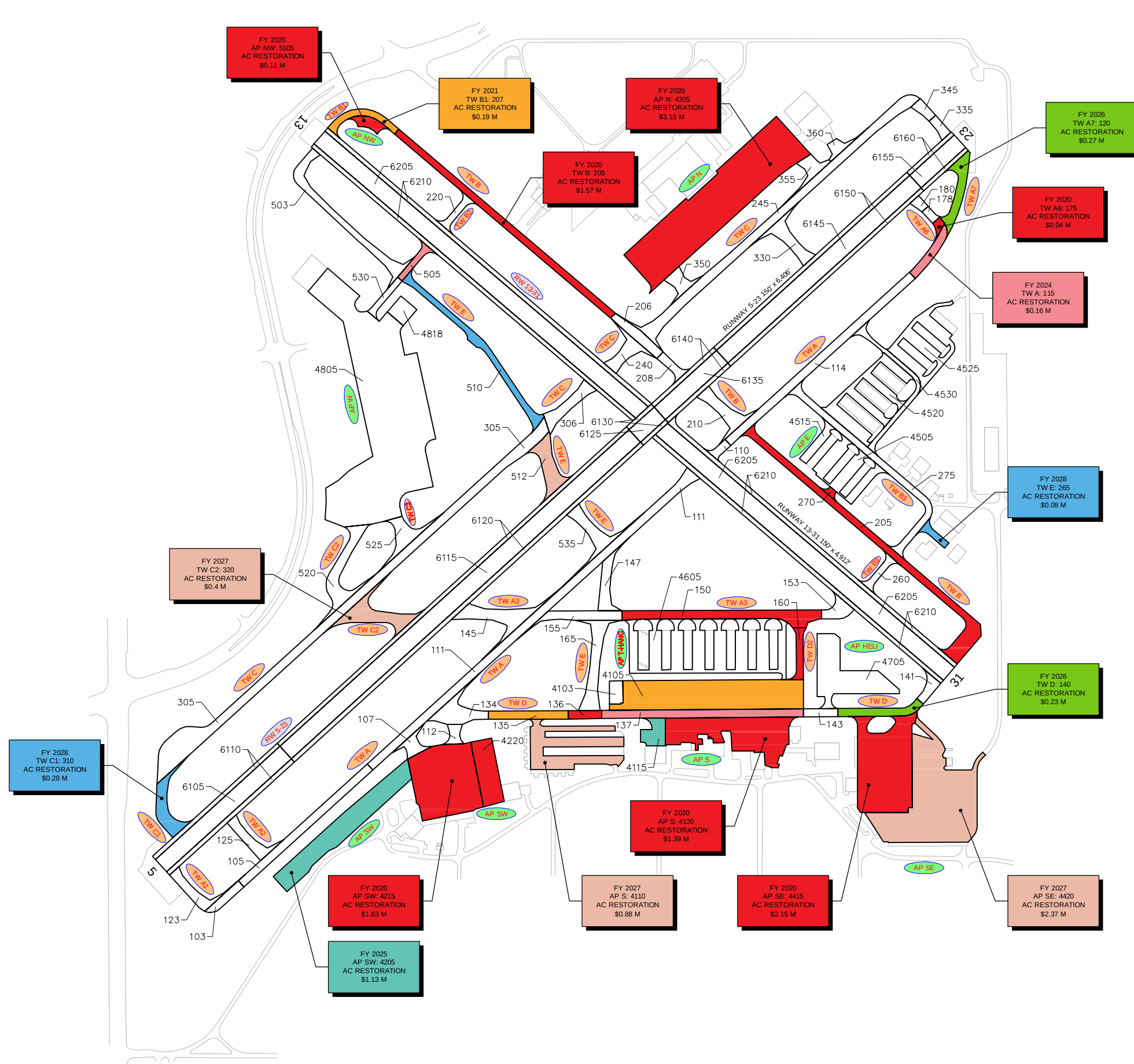
PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.





FY 2020 AP NW: 5105 AC RESTORATION \$0.11 M	FY 2021 TW B1: 207 AC RESTORATION \$0.19 M	FY 2020 AP N: 4305 AC RESTORATION \$3.15 M	FY 2026 TW A7: 120 AC RESTORATION \$0.27 M
FY 2020 TW B: 205 AC RESTORATION \$1.57 M	FY 2020 TW A6: 175 AC RESTORATION \$0.04 M	FY 2024 TW A: 115 AC RESTORATION \$0.16 M	FY 2020 AP SW: 4220 AC RESTORATION \$0.47 M
FY 2020 TW A3: 150 AC RESTORATION \$0.64 M	FY 2021 AP S: 4105 AC RESTORATION \$1.81 M	FY 2021 TW D: 135 AC RESTORATION \$0.23 M	FY 2024 TW D: 137 AC RESTORATION \$0.54 M
FY 2024 TW E2: 505 AC RESTORATION \$0.1 M	FY 2025 AP S: 4115 AC RESTORATION \$0.19 M	FY 2027 TW E: 512 AC RESTORATION \$0.3 M	FY 2028 TW E: 510 AC RESTORATION \$0.46 M

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

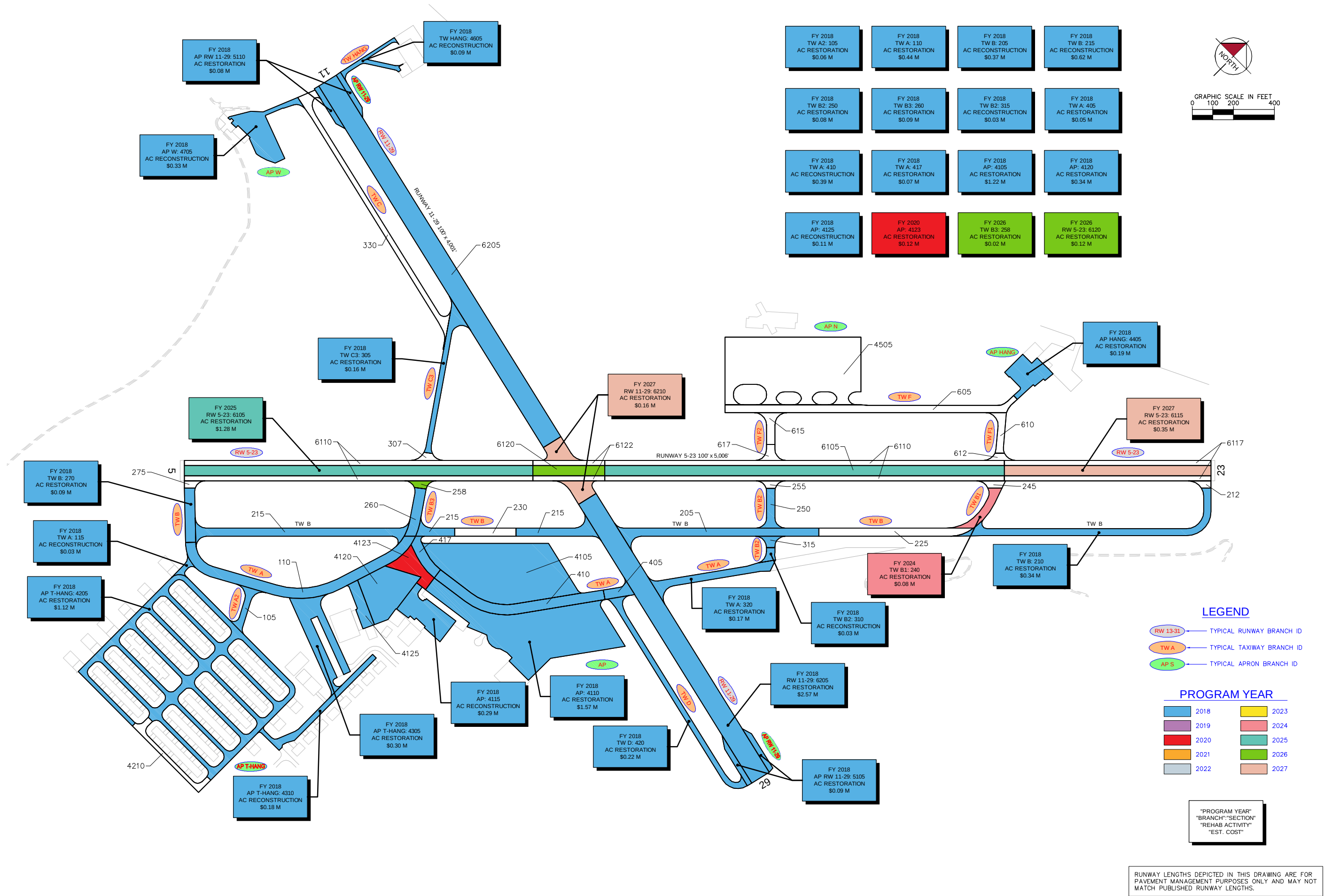
PROGRAM YEAR

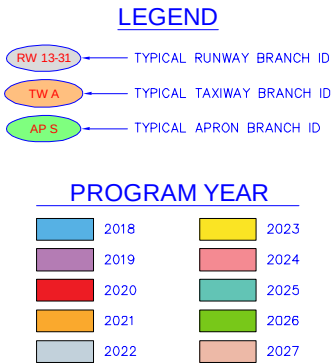
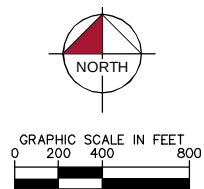
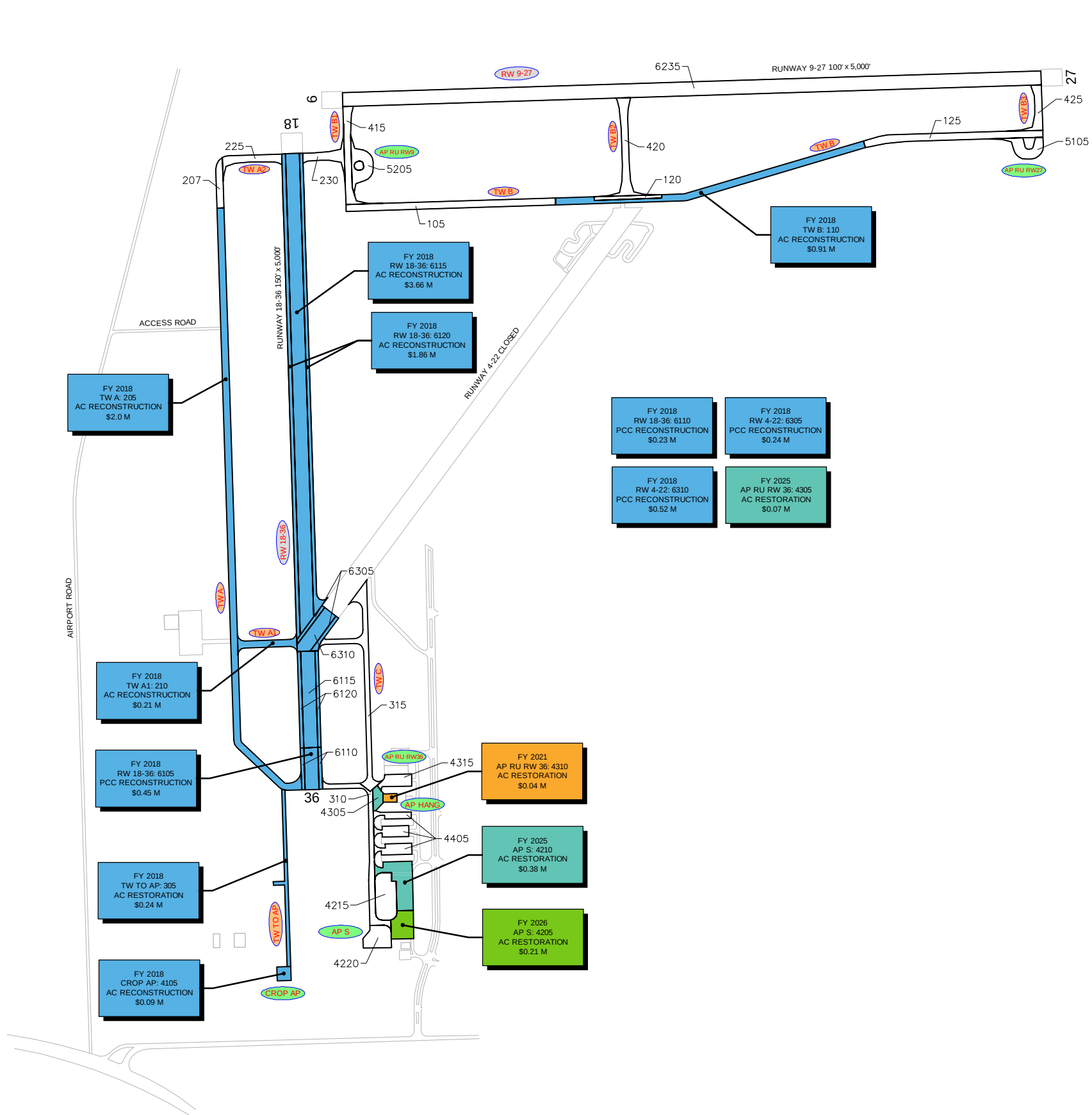
2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



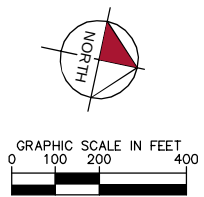
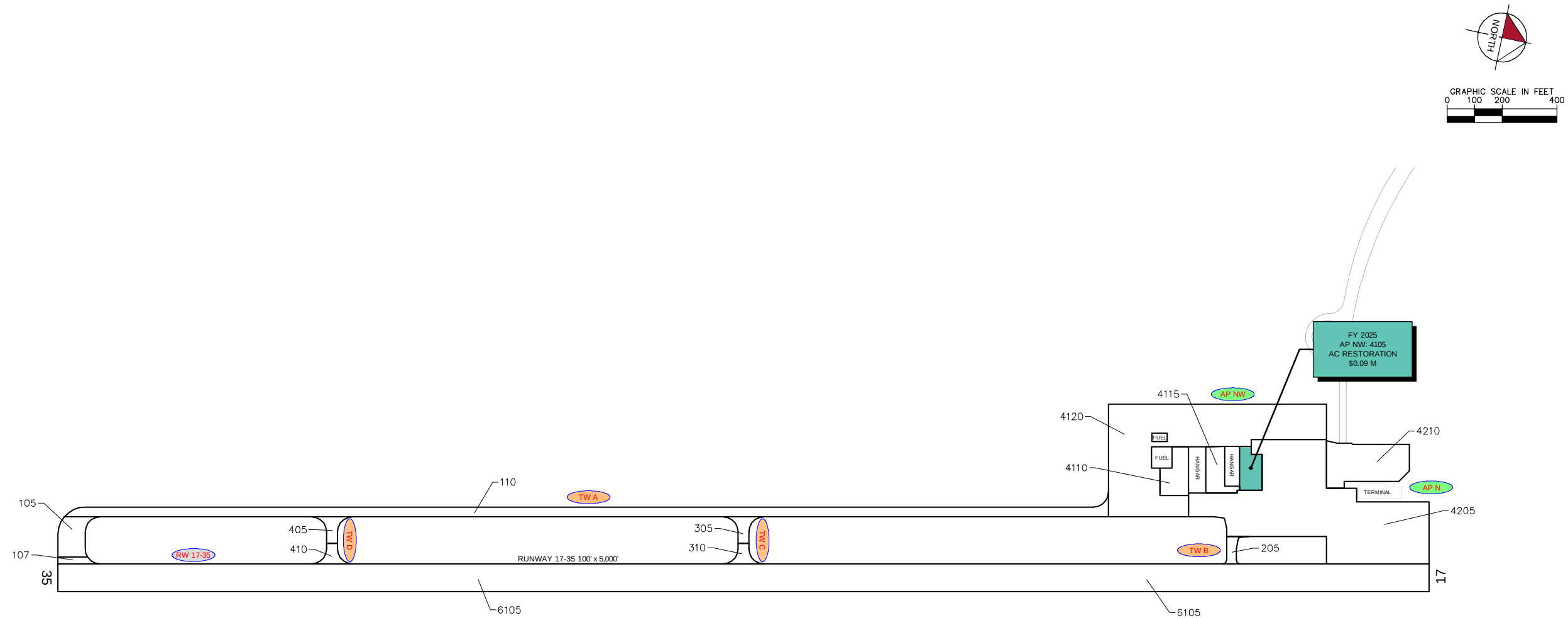




"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.





FY 2025
AP NW: 4105
AC RESTORATION
\$0.09 M

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

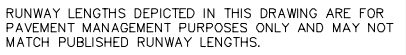
PROGRAM YEAR

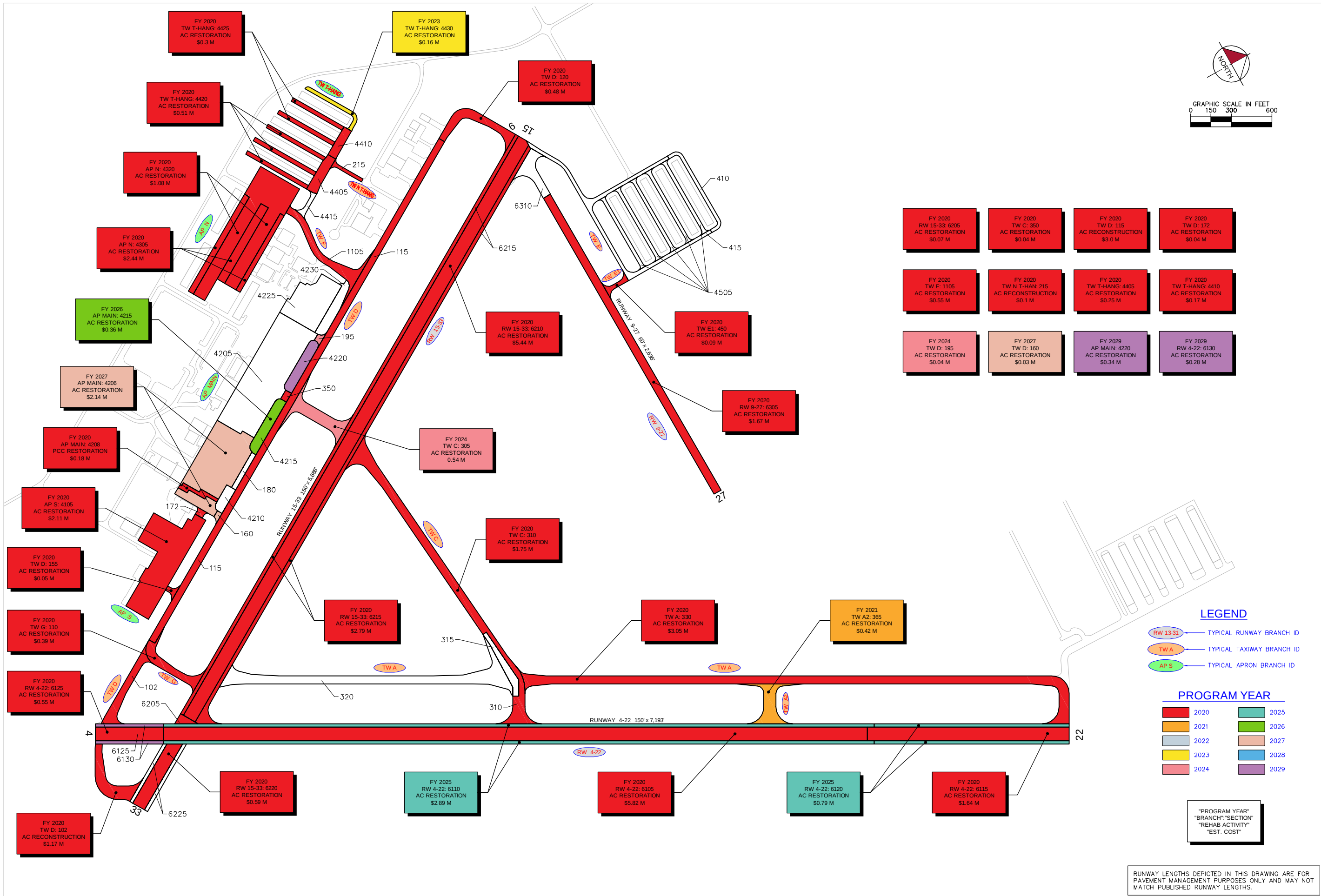
2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

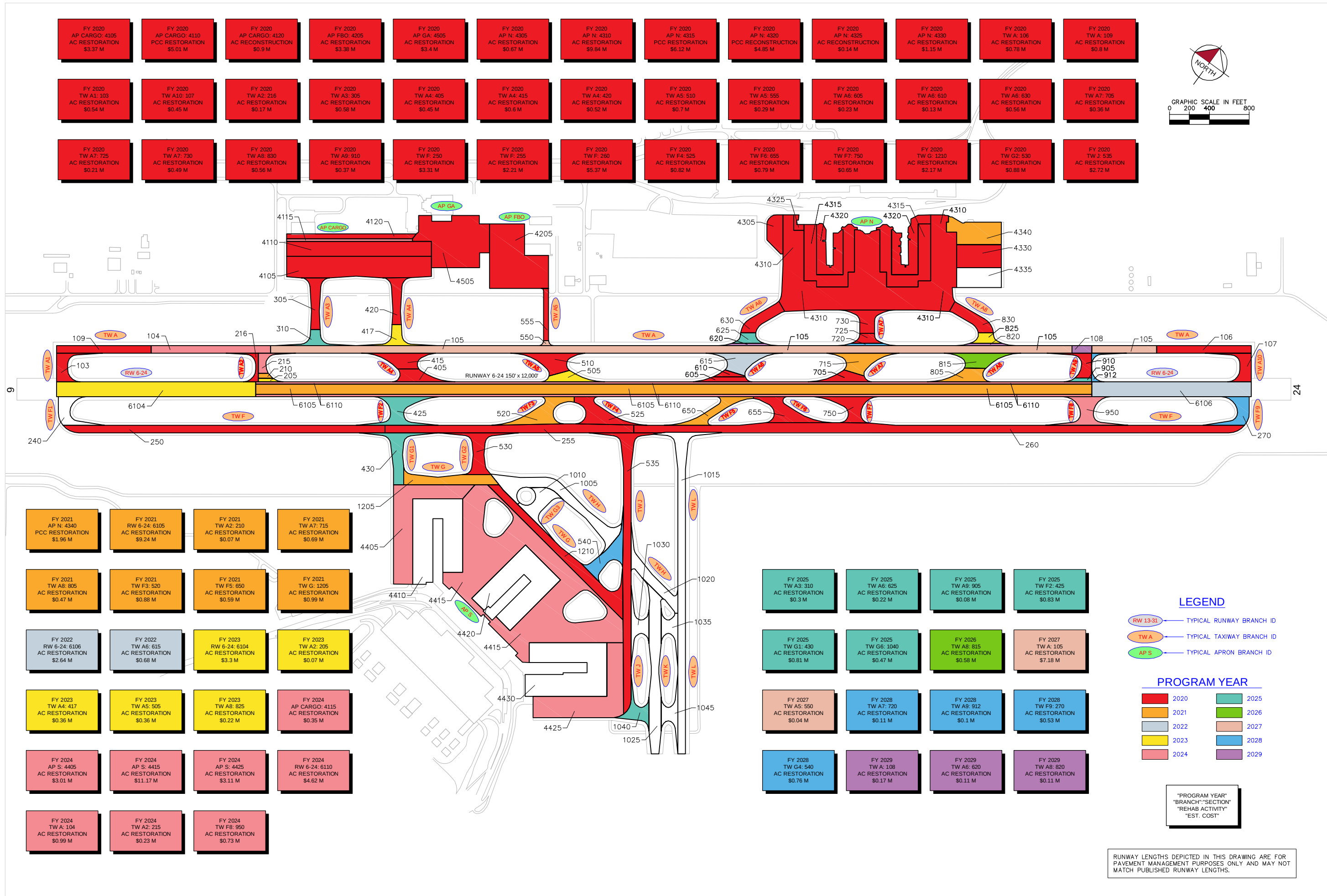
"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

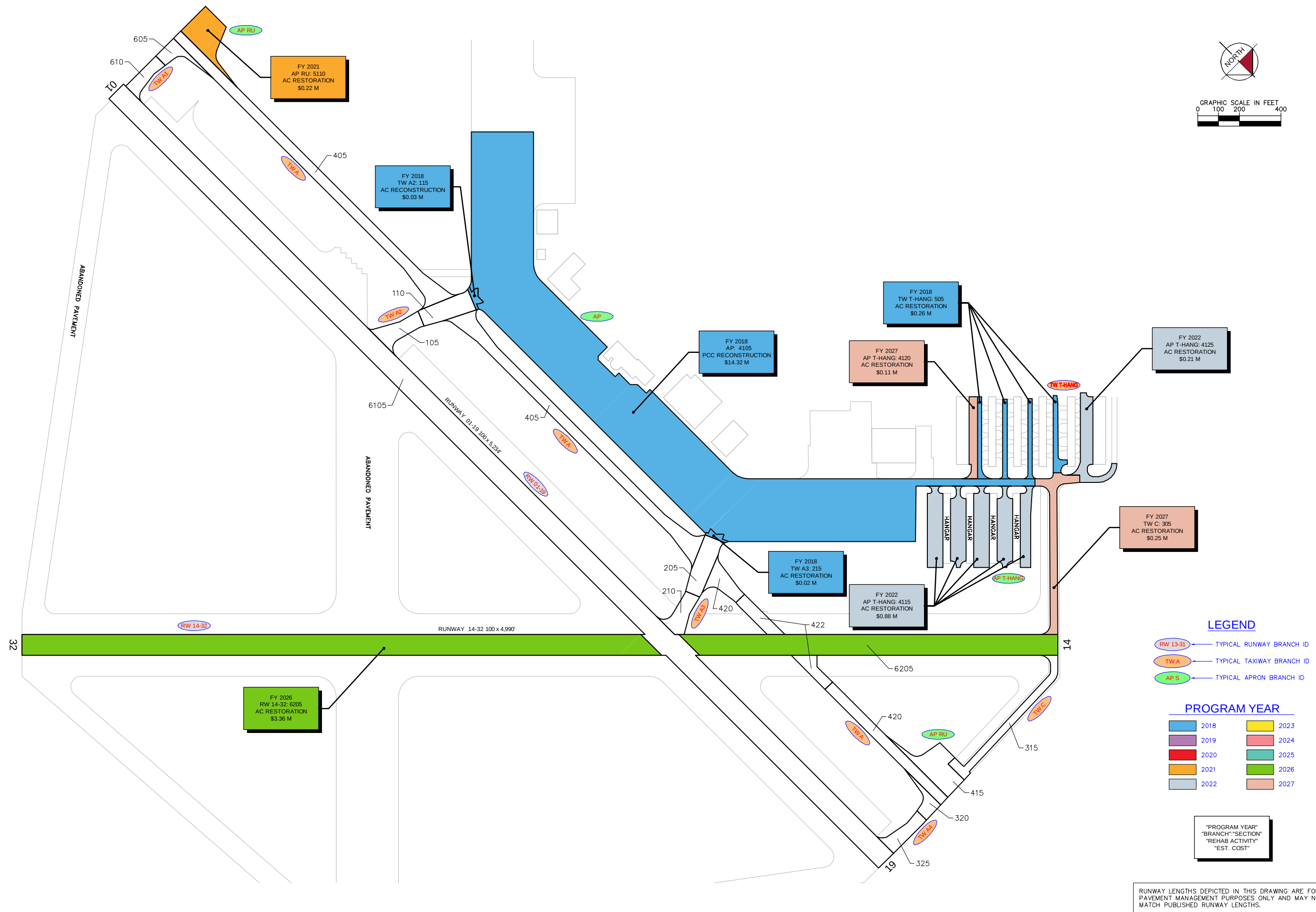
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR
PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT
MATCH PUBLISHED RUNWAY LENGTHS.

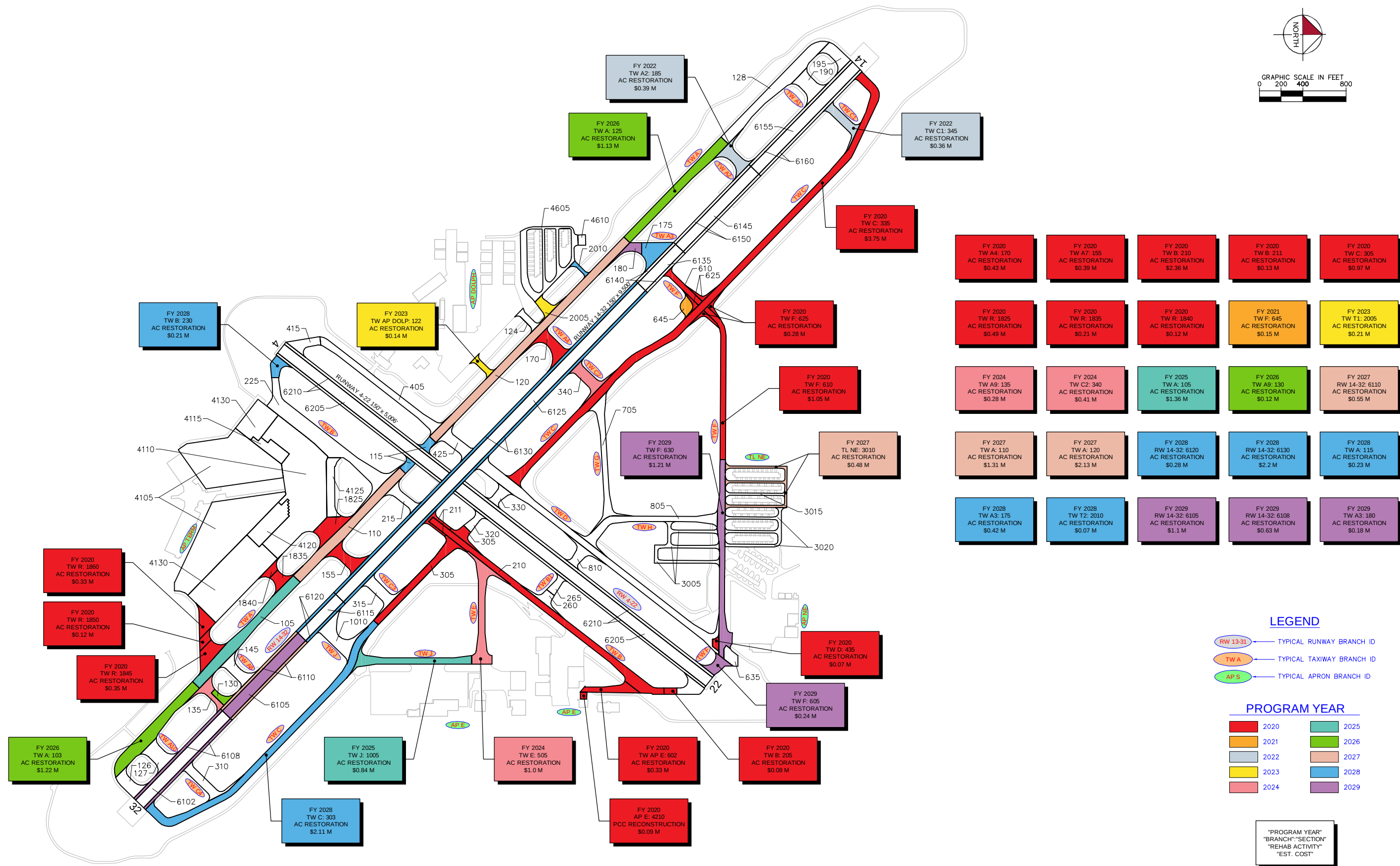


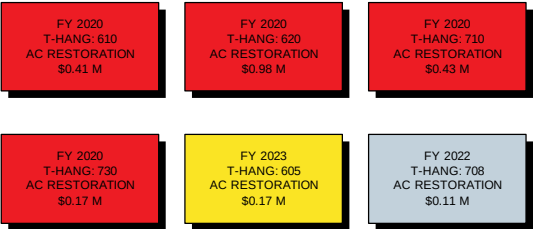
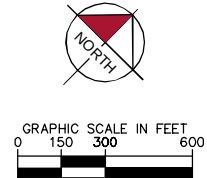
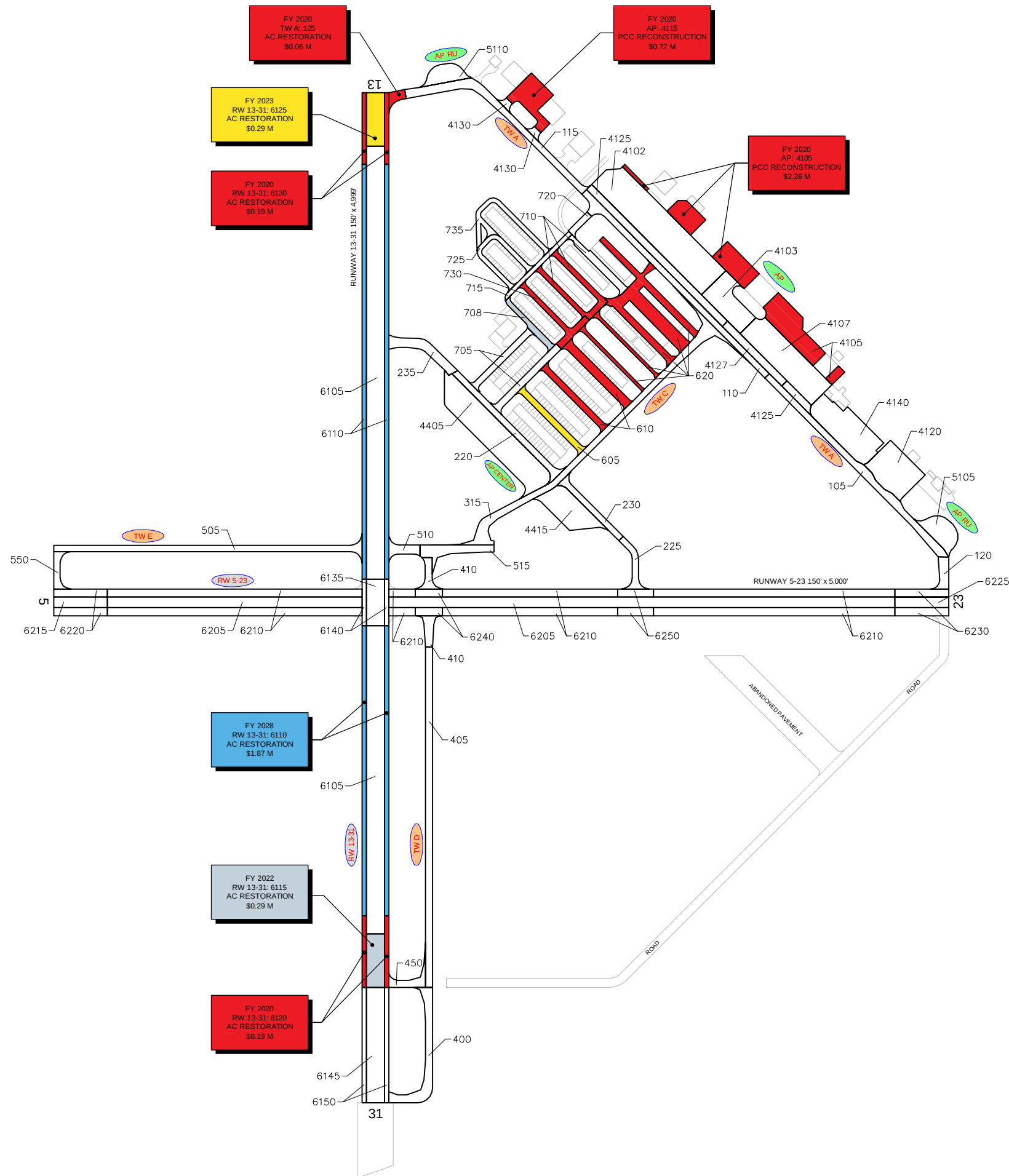






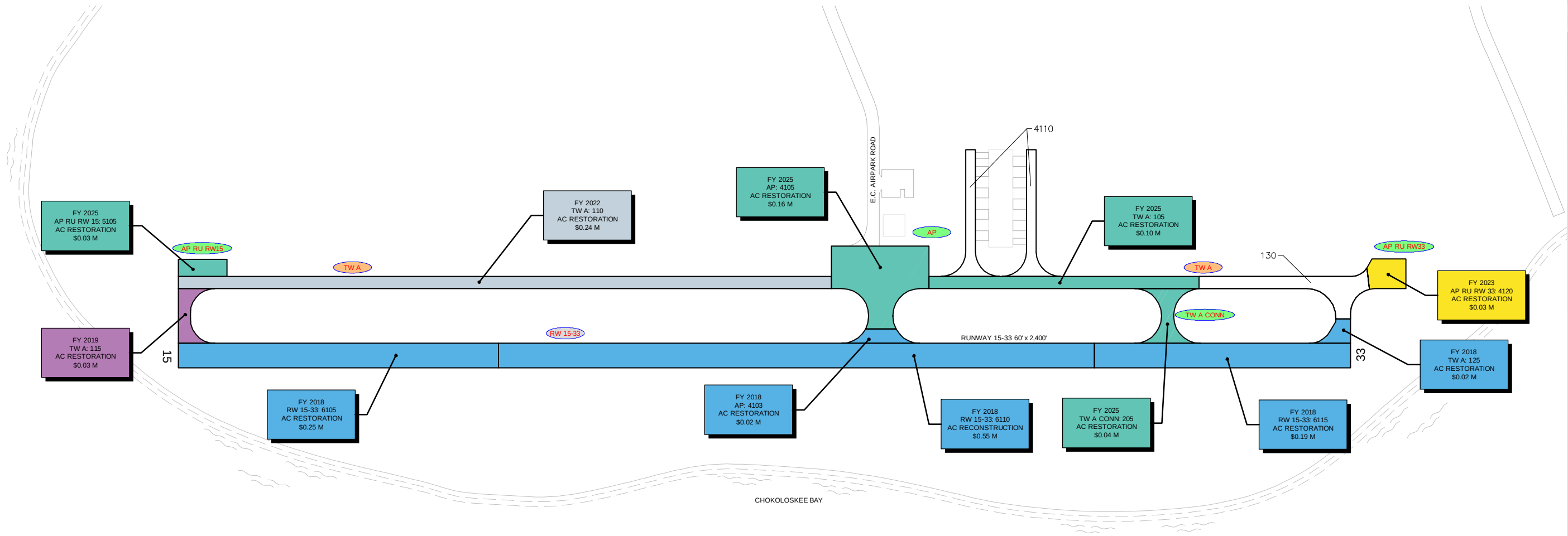
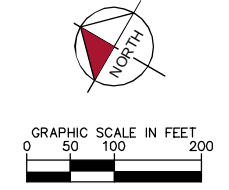






"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



LEGEND

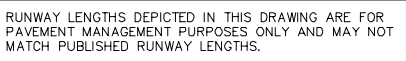
— RW 13-31 — TYPICAL RUNWAY BRANCH ID
— TW A — TYPICAL TAXIWAY BRANCH ID
— AP S — TYPICAL APRON BRANCH ID

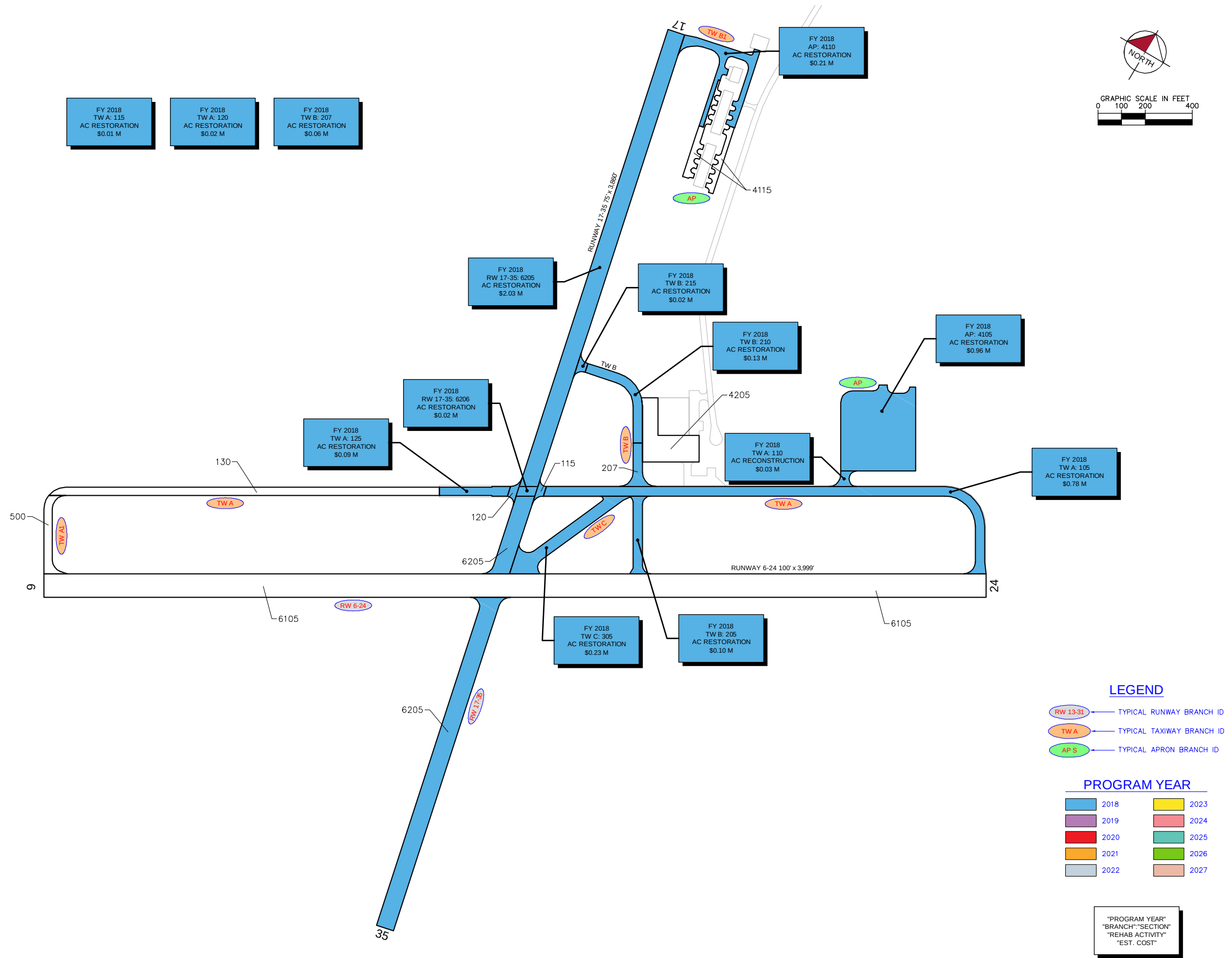
PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

**"PROGRAM YEAR"
"BRANCH," "SECTION"
"REHAB ACTIVITY"
"EST. COST"**

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



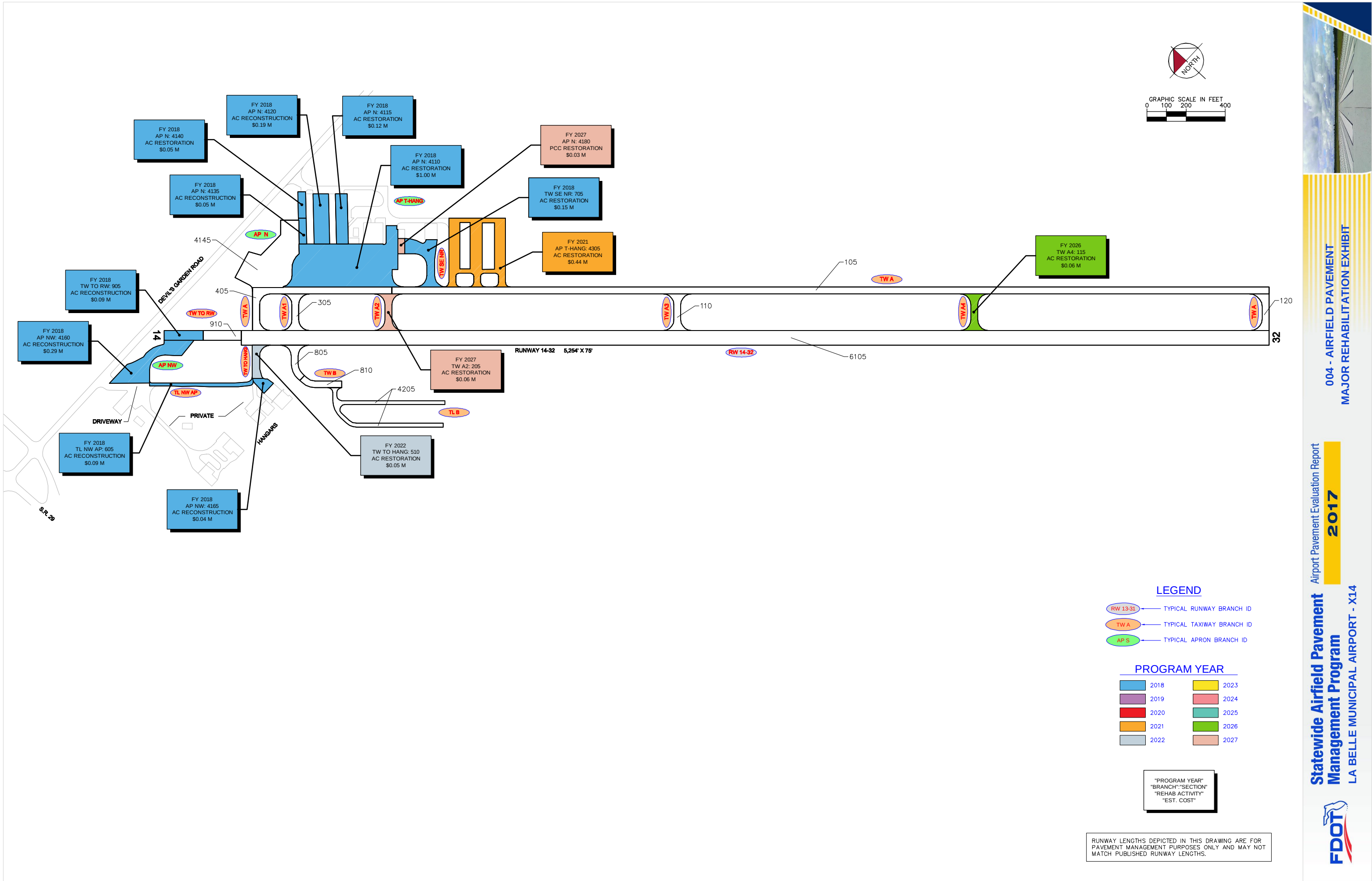


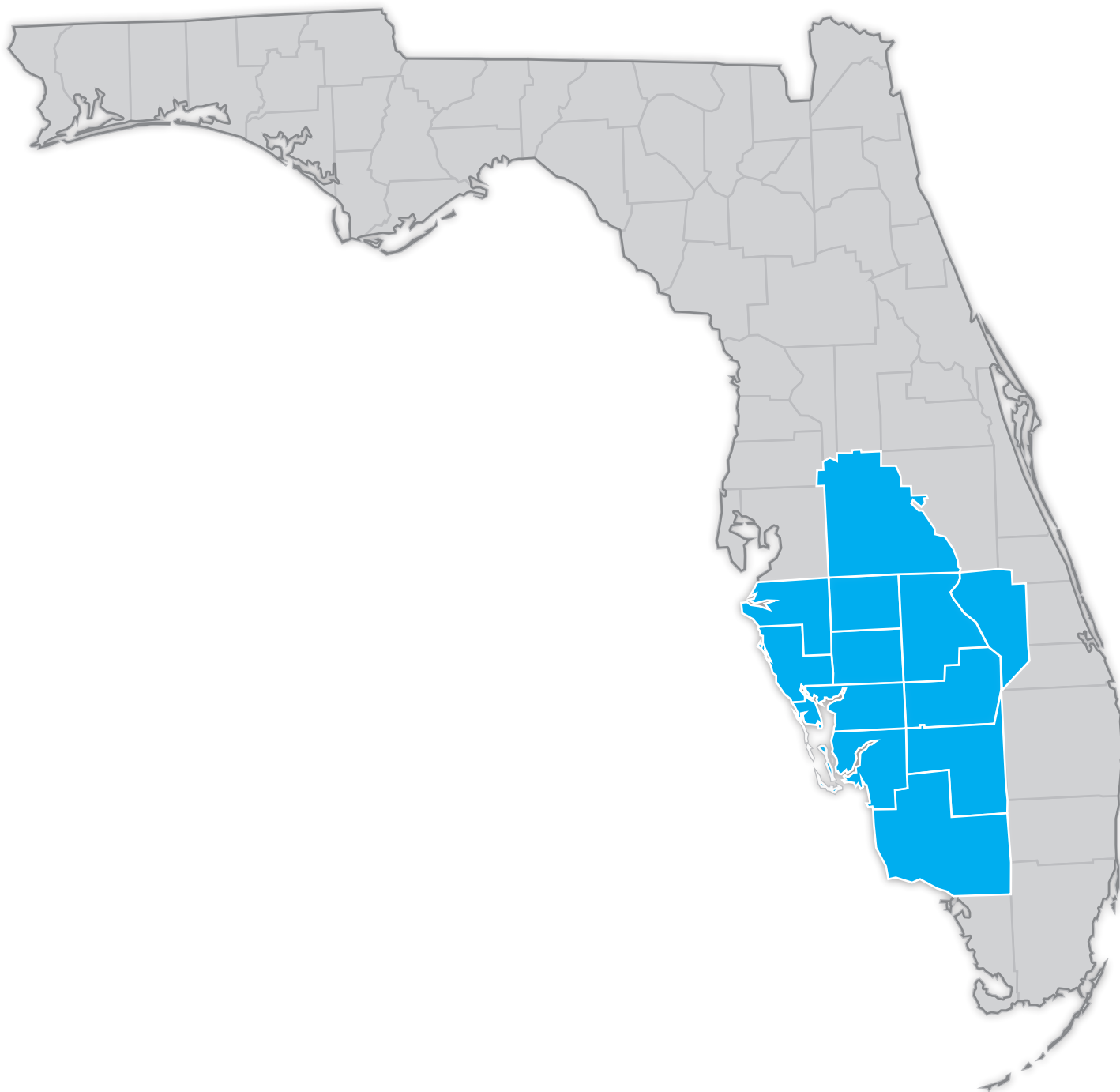
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT







DISTRICT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

